The Bombay Gazette.

No. 6,837.—New Series. BOMBAY:—MONDAY, JANUARY 27, 1868. Annual Subscription in advance...Rupees Fifty Two

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For a year in advance, delivered in Town ....Rs.	32 0
——— including postage..... ,,	72 0
For half a year in advance, delivered in Town.. ,,	28 0
——— including postage .... ,,	38 0
For three months in advance, delivered in Town.. ,,	16 0
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——— including postage..... ,,	7 12
Single Copy for Cash ..... ,,	0 4
Back Numbers ..... ,,	0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under

First insertion .....Rs.	5 0
Second Ditto ..... ,,	2 8
Third Ditto ..... ,,	2 8
Fourth and succeeding insertions.. ,,	0 8 As. per

line but no advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion - ..7 As. per line.
Second Ditto ..4 ,, ,,
Third and succeeding 2 ,, ,,
In the native languages, double the above.

Domestic Occurrences. Each—Rupee 1.

DOMESTIC OCCURRENCES.

The Charge for notifying a Domestic Occurrence is One Rupee.

BOMBAY.

Birth.

PAYNE—January 24th, at Surat, the wife of Charles D. P. Payne, Esq., 15th Regiment N. I., of a son.

Deaths.

GORDON—December 4th, at Hamilton, Canada West, Mr. David Gordon, Senior.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE AND GUADUR.

(Interchanging Cargo and passengers at Muscat to and from Bagdad, with the Euphrates and Tigris Steam Navigation company.)

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED) under mail contract with Government, despatch steamers twice a month from Bombay to the Persian Gulf, touching at Kurrachee, Gwadur, Muscat, Bunder Abbas, Lingah, Bushire, and Busserah.

Leave Bombay .... 3rd & 17th	Leave Busserah....21st & 4th
,, Kurrachee	,, Bushire .....
,, Gwadur	,, Lingah .....
,, Muscat	,, Bunder Abbas.
,, Bunder Abbas.	,, Muscat .....
,, Lingah	,, Gwadur ....
,, Bushire	,, Kurrachee ....
Arrive Busserah	Arrive Bombay ....

The S. S "GOVERNOR HIGGINSON," 644 Tons, 160 H. P. Commander T. Sanders, will be despatched as above, on Monday, the 3rd February, at 4 P. M.

Bombay, 24th January, 1868. W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under contract with Government, despatch a Steamer with mails, passengers and Cargo to Kurrachee twelve hours after the arrival of the P. and O. Company's Mail Steamers from Suez

Dates of Departure.

From Bombay usually about ..... 11th and 26th.
,, Kurrachee on ..... 10th and 25th.

N. B.—When the English Mail arrives betwixt 6 P. M. and 6 A. M. the Kurrachee Steamer sails punctually twelve hours after, but when it arrives betwixt 6 A. M. and 6 P. M. it is despatched at 7 the following morning; this is to avoid Passengers embarking at night. When the sailing time falls upon a Sunday the Steamer is despatched at 7 A. M. on the Monday morning.

Bombay, 24th January, 1868. W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under contract with Government, despatch steamers as above with mails, passengers, and cargo on the following dates:—

Leave Bombay	15	Leave Calcutta	15
,, Carwar	16	,, Bimlipatam	18
,, Mangalore	17	,, Vizagapatam	19
,, Cannanore	18	,, Cocanada	19
,, Calicut	18	,, Madras	22
,, Cochin	19	,, Pondicherry	23
,, Tuticorin	20	,, Negapatam	24
,, Colombo	20	,, Galle	...
,, Galle	...	,, Colombo	27
,, Negapatam	24	,, Tuticorin	28
,, Pondicherry	...	,, Cocoan	29
,, Madras	27	,, Calicut	30
,, Cocanada	29	,, Cannanore	1
,, Vizagapatam	30	,, Mangalore	1
,, Bimlipatam	30	,, Carwar	2
Arrive Calcutta	3	Arrive Bombay	4

The Steam-ship "BURMAH," 1,925 Tons, 300 H. P., Captain W. H. Parker, will sail for the above ports on Saturday, the 15th February.

The steamer will call at Vingorla on coming and going till further notice.

The steamers leaving Calcutta and Bombay on the 15th of the month call at Tuticorin and Colombo.

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore, and Madras, who can land at Calicut for Baypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

Passengers for Rangoon, Akyab or Moulmein can proceed by the steamers of the 15th and tranship to the Rangoon mail steamer which leaves Madras on the 3rd.

N B.—Until further notice there will be no steamers leaving Bombay and Calcutta on the 1st of each month for the Coast and intermediate ports.

W. NICOL & Co., Agents.

Bombay, 24th January, 1868.

STEAM FERRIES (under contract with Government)—Steam FERRY BOATS will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to	Karanja.	Rewas.	Dharmutar.	Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	0 12	0 12	0 12	0 12	0 12
Second Class	0 8	0 8	0 12	0 8	0 12
Third Class	0 4	0 4	0 6	0 4	0 6

The Dharrumtar Ferry leaves Carnac Bunder, daily at 8 A. M. and Dharumtar at 1 P. M.

The Oolwa Ferry leaves Carnac Bunder daily at 9 A. M. and Oolwa at 1 P. M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November, 1867.

THE STEAMER "MOUNT-STUART ELPHINSTONE" will sail for the undermentioned places on TUESDAY, 28th inst., at 4 P. M., taking Goods and Passengers, and will sail from the Apollo Bunder.

Unjuweel	Molwun
Rutnagherry	Vingoria
Jeytapoor	Goa

For terms of Freight and Passage apply to Manockjall Lullobhoy, Bazar Gate Street.

Bombay, 24th January, 1868.

STEAM TO SUEZ.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship "CARNATIC," (1,776 Tons and 400 H. P.) Captain R. Dundas, will be despatched for Aden and Suez on WEDNESDAY, the 29th Jan., at 3 P. M., from Mazagon, carrying Mails and Passengers for England.

No Cargo will be received on board after Sunset on the day previous to sailing.

Parcels will not be received in this Office after 5 P. M. on 27th. It is requested that all heavy Baggage be sent to the Company's Dockyard at Mazagon before 10 A. M. on Wednesday, the 29th inst., in order that it may be weighed and labelled before being sent on board.

A large Boat will be provided for the conveyance of Passengers to the Steamer, and will leave the Mazagon Bunder at 3 P. M. precisely on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Company's Office, Bombay, 22nd January 1868.

STEAM TO POINT-DE-GALLE, PENANG, SINGAPORE, AND HONGKONG.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship "EMEU" (1,838 Tons and 300 H. P.) Captain G. N. Hector, will be despatched for the above Ports on THURSDAY, the 30th January at 9 A. M., from Mazagon, taking also Cargo and Passengers for Madras and Calcutta.

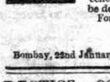
No brokerage will be allowed on any chest of Opium for which receipt is not in the Company's Office by 11 A. M. on 29th instant, and no Cargo will be received on board, after Sunset on the day previous to sailing.

G. F. HENRY, Superintendent.

P. and O. S. N. Company's Office, Bombay, 22nd January 1868.

FOR HAVRE.

(To sail about 28th prossimo.)



MESSRS. GEORGE SMITH AND SON'S Ship "CITY OF CANTON," 509 tons register Captain Napier, has excellent accommodation for Passengers and will be despatched as above.

For further particulars apply to

W. NICOL & Co.,
Agents of Ship *City of Canton.*

Bombay, 22nd January, 1868.

NOTICE.—CONSIGNESS OF CARGO per Ship "TRAFALGAR," arrived from London, are requested to DESPATCH BOATS at once to take delivery; otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,

Bombay, 18th Jan. 1868. Agents of Ship *Trafalgar.*

NOTICE.—CONSIGNEES of CARGO per Ship "DULEEP SINGH," arrived from Liverpool are requested to DESPATCH BOATS at once, to take delivery; otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship *Duleep Singh.*

Bombay, 18th January, 1868.

NOTICE.—Consignees of Cargo per "JOHN BELLAMY," Calvert, Master, from London, are requested to send off Boats for their Cargo without delay, otherwise the Goods will be landed by the Captain as they come to hand at the expense and risk of the concerned.

Captain Calvert, will not be responsible for the condition of any package after it leaves the Ship's deck.

RENNIE, SCOVELL & Co.,
Agents of the Ship *John Bellamy.*

Bombay, 17th January, 1868.

NOTICES.

MESSRS. BADHAM & COMPANY,

HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.

By Appointment,

Apollo House. Bombay.

SUCCESSIVELY appointed by the late EARLS CANNING and ELGIN, and by the present Viceroy and Governor General of India, His Excellency The Right Hon'ble SIR JOHN MAIR LAWRENCE, G. C. B., K. S. I.

SEASON 67.

Messrs. BADHAM & Co. beg to call the attention of their constituients and non-constituents to the large Shipments landed. The Goods have been selected personally by Mr. BADHAM at the Paris Exhibition and the best European Markets from prize Goods.

HOSIERY DEPARTMENT.

	Rs.	Rs.
BADHAM'S Fine Bro Cotton Socks, per dozen....	11	to 31
BADHAM'S Superfine Bro. Cotton Socks	16	,, 18
BADHAM'S Balbriggan Socks embossed Silk....	18	,, 24
BADHAM'S Fine Striped and Fancy Socks,....	16	,, 20
BADHAM'S Spanish Bro. Merino Socks	,,	,, 16
BADHAM'S Superior Grey Merino Socks	,,	,, 18
BADHAM'S Superfine Fancy Merino Socks	,,	,, 24
BADHAM'S Striped Lisle Thread Socks	16	,, 18
BADHAM'S Fancy and Striped Silk Socks.....	28	,, 45
BADHAM'S Ribbed Knickerbocker Stockings ..	,,	3 ,, 4
BADHAM'S Celebrated Gauze under Vests ..	,,	4 ,, 5
BADHAM'S Celebrated Silk and Wool Vests ..	,,	4 ,, 5
BADHAM'S Celebrated India Gauze Vests ..	,,	4 ,, 5
BADHAM'S Silk and Wool Pants.....	,,	6 ,, 8
BADHAM'S India Gauze Pants.....	,,	7 ,, 8
BADHAM'S Grey Merino Pants	,,	6 ,, 8
BADHAM'S Bathing Drawers Striped and Fancy.	2	,, 3

SHIRT DEPARTMENT.

	Rs.	As.
BADHAM'S White Zephyr Shirts per doz. 50, 55, 60,	65	0
BADHAM'S Dress Zephyr Shirts ,,	75	0
BADHAM'S Pure all Wool Shirts, Shrunk, each ...	10	8
BADHAM'S Pure Silk and Wool Shirts ,, ...	10	8
BADHAM'S Pure Cashmere Shirts ,, ...	10	8
BADHAM'S Spun Silk Shirts ,, ...	12	8
BADHAM'S French Printed Shirts ,, ...	70	0
BADHAM'S Spun Silk Sleeping Suits	25	0
BADHAM'S Cashmere Sleeping Suits indispensable	20	0
BADHAM'S Silk and Wool Sleeping Suits	20	0
THE PRINCE OF WALES'S Colored Shirts a new Material.....	8	8

COLLAR DEPARTMENT.

BADHAM'S Regent and India Collars... .....Rs.	7 0
BADHAM'S Champion and Belgium..... ,,	7 0
BADHAM'S Calcutta with Tie ..... ,,	7 8
BADHAM'S Continental and Olympic..... ,,	7 8
BADHAM'S Pallmall and Shakspere ..... ,,	7 8
BADHAM'S West End ..... ,,	7 0

FANCY DEPARTMENT.

The Paris Exposition Prize Scarf.....Rs.	4 0
The Royal Windsor for Sailors Knot ,, ...	3 0
The Royal Satin Spot ,, ...	4 0

An immense assortment of all the new Scarfs and Ties.

BRACES.

Guyots French Brace.....Rs.	2
Guyots Leather Brace..... ,,	3
Guyots West End..... ,,	2
The Royal Courier Bag ..... ,,	8 to 12
The Best Silk Umbrellas..... ,,	12 ,, 16
The Brighton Walking Stick..... ,,	2 ,, 7
The Prize Cambric Handkerchief ..... ,,	18 ,, 20
The Prize Colored Cambric ,, ... ,,	14 ,, 18
The Hemmed Stitched ,, ... ,,	16 ,, 18
White Cambric Handkerchief ..... ,,	16 ,, 16

JEWELLERY DEPARTMENT.

Gold Solitaires for Gentlemen .....Rs.	14 to 20
Gold Link Studs..... ,,	16 ,, 30
Gold Collar Studs ..... ,,	6 ,, 8
Gold Shirt Studs ..... ,,	14 ,, 30
Gold Scarf Rings... ..... ,,	8 ,, 12
Gold and Ivory Shirt, Wrist and Neck Studs. ,,	2 ,, 6

PIECE GOODS DEPARTMENT.

Tweeds, Silk and Wool Flannel, All Wool Flannel, French Prints, Manchester Prints, Linens, Towelling, Sheeting, Damask Table Covers, Damask Napkins, Royal Turkish Towel.

LANDED per Ship "SOPHIA JOAKIM."

HATS.

CHRISTY'S Black Silk Hats .....Rs.	12 8
LINCOLN & BENNETT'S Black Satin Velvet Hats ..... ,,	16 0
ELLWOOD & SON'S Black Satin Velvet Hats.. ,,	16 0
ELLWOOD & SON'S Drab Felt Hats ..... ,,	8 8
ELLWOOD & SON'S Helmets assorted.	
CHRISTY'S HATS, assorted..... ,,	4 12

BADHAM & Co.
Agents for Ellwood & Son.,

Overland Trunks, Railway Portmanteaus of every description, Leather Bags, Leather Hat Cases, Leather Trunks, Railway Wrappers, and Mauds.

LANDED per P. & O. Steamer "BARODA."

Jouvin's Kid Gloves, made specially for B. & Co. sewn with thread. Doe and Dog Skin Gloves.

For Sale. Thomas's Sewing Machines. Rs. 225.
Apollo House. Bombay.

THE ANCHOR LINEN FACED COLLAR.

ONE RUPEE PER DOZ.

Apollo House. BADHAM & Co.

THE ALLIANCE BANK OF BOMBAY LIMITED.—(IN LIQUIDATION.)—NOTICE is hereby given that a GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company in Elphinstone Circle, on SATURDAY the first day of February next, at 12 o'clock, noon, to consider an offer for the purchase of the assets of the Company. Particulars of the same will be furnished to shareholders on application at the Office.

P. E. BENDIR.
DAMODER HEERJEE. } Liquidators.

Bombay, 21st January, 1868.

ESTATE OF JEWRAZ RUTTONCEY & Co.—NOTICE is hereby given that a Dividend at the rate of 3 per cent will be payable on and after MONDAY next the 20th instant to all Creditors on the Estate of the above Firm, and of 5 per cent to all Creditors on the Estate of Amirjee Hemjee, on the amount of admitted claims.

Creditors are requested to produce any Vouchers in their possession in substantiation of their claims.

JAMES RANKEN
DORABJEE FRAMJEE PANDAY } Trustees.

Bombay, 15th January, 1868.

NOTICE.—The Executive Commissariat Officer at the Presidency will receive sealed Tenders up to 12 o'clock noon on TUESDAY next the 28th instant for the supply of—

Flour, English, American and Trieste.
Biscuit, English and American.

The tenderers may offer for such quantity of each of the above articles as they may have for sale.

Forms of tenders and such other information as may be required can be obtained on application to this office.

The tenderer should also forward a sample of the article he purposes to furnish.

No reason will be assigned for the rejection of any offer.

C. F. KEAYS, Captain,
Executive Commissariat Officer, Presidency.
Bombay, Executive Commissariat Office, 24th Jan. 1868.

THE AKOLA EXHIBITION opens on 27th of January, the distance from Bombay is 362 miles per G. I. P. Railway. European visitors may reckon upon receiving every accommodation, for the Committee have engaged the proprietor of the Byculla Hotel to provide every necessary that will conduce to their comfort, the cuisine will be under the supervision of one of the best Cooks in Bombay. Breakfast at 9, Tiffin at 1, Dinner at 7, will be served in a commodious building near to the Exhibition and in which sleeping accommodation will be provided for visitors. Terms will be as moderate as is consistent with the accommodation. Wines will be Cuzley, Palmer & Co's., Beer of Ind, Coope, Bass and Allsopp's.

JEEWUNJEE HORMUSJEE GUZDUR,
Proprietor of Byculla Hotel.

ST. ANDREW'S LIBRARY

THACKER, VINING & Co.,
BOMBAY.

GENERAL BUSINESS.

NEW BOOKS imported for sale and to order by all opportunities and on the most favourable terms that circumstances connected with Bookselling in India will allow.

NEWSPAPERS AND PERIODICALS.—Orders are not accepted for these publications on any but *Cash terms*. A subscription list has been compiled in accordance with this principle, and will be forwarded on application.

Newspapers are sent direct from London to addresses in India.

Periodicals are enclosed in our weekly cases, and are despatched as they issue from The London Press.

PRINTING, PUBLISHING, & BINDING undertaken either in England or India under careful supervision. The former can be executed in Bombay with great neatness, and includes book-printing, lithography, card-printing, &c. &c.

PICTURE FRAMING executed under particular instructions and careful superintendence.

SCIENTIFIC INSTRUMENTS—*Troughton and Simms, and Elliott's* Instruments, Engineering and Mathematical, to meet the requirements of practical men; and also less expensive descriptions for Students and Amateurs Theodolites, Dumpt Levels, Prismatic Compasses, Pocket Sextants, Surveying Chains, Measuring Tapes, and all descriptions of warranted Instruments are, at all times, available, together with the requisite adjuncts, Tracing Cloth, Drawing Papers, mounted or plain, Drawing Materials, &c &c.

GENERAL AGENCY.—As General Agents Messrs. THACKER, VINING & Co. undertake Indents for all descriptions of Merchandize and Goods. *Catalogues of Machinery, and Complete Illustrated Catalogues of Messrs. Defries and Co.'s extensive Glassware Manufactory*, and numerous others, are available for inspection and estimate.

NOTE.—Messrs. THACKER, VINING & Co. *have always great satisfaction in encouraging Cash transactions by liberal discounts, and arrangements in connection with their stock in hand or English Indents.*

NOTICES.

MR. J. NEUBERG, BOMBAY,

BEGS TO INVITE THE INSPECTION of a large assortment of Goods just landed per "DELAWUR."

MUSICAL BOXES FROM Rs. 10 TO Rs. 600, playing the most Popular English, Foreign and Indian Airs with Bells, Drum and Castanet accompaniments. A large collection of the latest improvements in their mechanical constructions.

BOHEMIAN AND FRENCH GLASS Ware, Porcelain Ware of the best Dresden Manufacture, A rich variety of Vases, Table Ornaments, Flower Glasses, Toilette Sets, Ring Stands, Ornamental, Tea and Coffee Sets, &c. &c.

FANCY GOODS, HAND LOOKING GLASS made to fold in a small compass.

OIL PAINTINGS, GOLD BEADINGS.

TUCKER'S PORTABLE AND PUNKA Reading Lamps fitted up with all extras in a strong Deal Wood Case.

HAIR BRUSHES OF SUPERIOR QUALITY, Powder Puffs and Boxes.

ICE BOXES TO HOLD FROM 4 TO 20 lbs. a most indispensable Article for Railway Travellers.

KNIFE CLEANING MACHINES, Wine Coolers.

OIL CLOTH ESPECIALLY ADAPTED for Piano or Table Covers.

LEATHER CLOTH, GREEN, BROWN and Buff Colours.

STEARIN AND SPERM CANDLES. BAR Soap.

CORN FLOUR IN 1 lb. TINS. COCOA EPPS HONŒOPATHIC.

DESERT FRUIT CANDIED AND IN Syrup.

DESERT CHOCOLATE. CRACKERS.

WALL PAPERS, 4,000 ROLLS FROM As. 6 to Rs. 4 per Roll.

MEERSCHAUM PIPES AND CHEROOT Holders.

OVERLAND PROVISIONS BY EVERY Mail Steamer.

No. 6, Hummum Street, Fort. J. NEUBERG.

METAL MART, BOREE BUNDER.—Galvanised Corrugated Iron, Cast and Wrought Iron and Lead Piping, Bar Iron, Boiler Plates, Angle and T. Iron, Cast and Sheer Steel, Steam and Hand Cranes, and Crab Winches, Steam and Hand Pumps, Steam Engines from 8 to 16 H. P., Leather Belting Contractors' Plant, Ornamental Cast Iron Gates, Railing, and Verandahs. Estimates furnished for all kinds of Machinery and Iron Work.

W. NICOL & Co.

NOTICE.—Sealed Tenders will be received by the Marine Storekeeper, at the Bombay Dockyard, up to 12 o'clock of the 31st January 1868, for the supply, by Contract, specified in the Schedule, for one year, from 1st April 1868 to 31st March 1869.

Tenders to be superscribed Tenders for the Supply of Miscellaneous Articles.

Tenders will not be received after the hour named.

Tenders must show a rate for each and every article comprised therein.

Parties may tender for one or as many complete classes as they please, but not for a portion of a class.

Each tender before being opened must be accompanied by the requisite deposit in Cash.

Persons desirous of undertaking the Contract can obtain, on application at this Office, printed Forms of Tenders, Schedules of the Articles to be supplied, and any other information they may require in connection with the Contract.

GEO. T. ROBINSON,
Commander I. N., Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 20th December, 1867.

NOTICE.—The Executive Commissariat Officer at the Presidency will receive sealed tenders up to 12 o'clock noon, on MONDAY next, the 27th instant, for the supply of—

Duppers, new, to contain 75 lbs. each.
Duppers, empty, second hand, to contain 75 lbs. each.
Tin cases, each to contain 30 lbs. of Ghee.
Cases, Wooden, each to contain 2 tin cases of 30 lbs.
200 Kegs, empty, each to contain 75 lbs. of Ghee.
2000 Kegs, Arrack, Camel, 20 Gallons each.
2000 Kegs, Arrack, Mule, 10 Gallons each.

Dealers can tender for any number of the above articles that they can supply within ten days after acceptance of Tender except the Kegs, the whole tendered number of which should be supplied within fifteen days.

A Cash Deposit of ten per cent. calculated on the cost of the Articles at the tendered rates should accompany each tender which deposit will be forfeited in the event of any of the Articles not being not being supplied by the prescribed time or being tendered of inferior quality or not being tight.

The above Articles will be subject to Survey and the decision of the Executive Commissariat Officer will be final as regards rejection or otherwise.

Forms of tenders and other information may be obtained on application to this Office.

No reason will be assigned for the rejection of any Tender.

C. F. KEAYS, Captain,
Executive Commissariat Officer, Presidency.

Bombay, Executive Commissariat Office, 23rd January, 1868.

SELLING OFF.—Messrs ROGERS & Co beg to notify for the information of their constituents, and the Public generally, that owing to the winding up of their business, they will from this date, discontinue to dispense prescriptions or supply goods on credit.

They have now on hand an extensive and well selected stock of DRUGS, PATENT MEDICINES, CHEMICAL APPARATUS, FARINACEOUS PREPARATIONS, PERFUMES, SOAPS, TOILET REQUISITES, TOBACCOS and Sundries, which they will sell off *(for cash only)* at, considerably reduced prices.

Messrs. R. and Co.'s business having been so long established, they deem it unnecessary to make any remark as to the quality of the goods they offer for sale.

They take this opportunity of returning their best thanks to those who have so kindly given them their support during the many years they have carried on business in this country, and trust that the advantage which their reduced prices now offer, will ensure a speedy clearance of their remaining stock.

Orders from outstations accompanied by a remittance will be promptly attended to.

In conclusion, Messrs. R & Co. respectfully request that all monies due to the firm be paid as early as possible.

22 Rampart Row, Bombay, 1st January 1868.

D. S. KEMP & Co.,

PHARMACEUTICAL CHEMISTS,

5, ELPHINSTONE CIRCLE, BOMBAY.

(Next to Messrs. FORBES & Co.)

Under the management of D. S. KEMP, eight years partner in the Firm of

ROGERS & Co.

PHARMACEUTICAL CHEMISTS.

NOW DISSOLVING PARTNERSHIP.

THE business being specially organized for the dispensing of prescriptions, and the importation and the manufacture of pure drugs, chemical and pharmaceutical preparations, every appliance has been provided both in the laboratory and dispensing department to insure correctness and rapidity in compounding medicine, and to facilitate the preparation of remedies of guaranteed purity.

The dispensing of prescriptions is carried on by a staff of trained assistants under the immediate supervision of the manager, and is controlled by a system of check which, he ventures to think, will secure public confidence.

The long attention which the manager has devoted to the fitting up of MEDICINE CHESTS in this country will enable D. S. K. & Co to offer a selection of these invaluable requisites more complete than any hitherto available; and the little book supplied with each Chest (D. S. K.'s Medicine Chest Companion) will fully explain the use of each remedy.

AERATED WATERS.—An inspection of their manufactory is invited. An improvement has been introduced by which uniformity of pressure is ensured, and escape of gas while bottling prevented.

Filtration, treatment with Charcoal and *tempering of the* water, are carefully provided for.

INVALIDS' AND INFANTS' FOODS.—D. S. K. & Co have been entrusted with the Agency for Messrs. ALLEN & ROBB & Co.'s Biscuits, regular supplies of which are received Overland. The various Foods, Cocoas, &c. from time to time recommended are always kept in stock.

WINES, SPIRITS, &c.—These being specially for invalids' use are necessarily of the choicest qualities A list of the brands in stock will from time to time be issued.

PERFUMERY, and Sundries strictly connected with Medicine are kept only of the very finest qualities.

The attention of suburban residents is respectfully called to the following Post Office arrangements which will facilitate and expedite the execution of any orders that may be sent to D. S. K. & Co. from Byculla, Malabar Hill, Parell, Mazagon, Colaba, &c. Prescriptions transmitted in this manner will be dispensed and forwarded *at once*

Prepaid Letters posted in any Street letter box in these districts.

Before 7-45 A. M. will be livered in the Fort at	10	A. M.			
Do.	9-45	do.	do.	do.	11-30 do.
Do.	11-15	do.	do.	do.	12-30 P. M.
Do.	12-15	P. M.	do.	do.	2 do.
Do.	1-45	do.	do.	do.	5 do.
Do.	4-45	do.	do.	do.	8 A. M.

The manager trusts that those to whom he was known as a member of ROGERS and Co.'s firm will continue to favor him with their patronage, and begs to assure them that their wants shall always meet with the same attention as he formerly gave them in that business.

5, Elphinstone Circle; next to Messrs. FORBES and Co., Bombay.

HOUSES, &c., TO LET.

TO BE LET, until the end of the next Monsoon with immediate possession, a well furnished house situated in one of the most pleasant positions on the west side of Malabar Hill close to the sea. For further articulars apply to "D. C. G." at the office of this paper.

TO BE LET.—A VERY LARGE AND COMMODIOUS FOUR STORIED BUILDING, No. 1, situated in Elphinstone Circle, facing the Custom House and half way Town Hall, well suited for Office, Godown, and dwelling purposes. For further particulars and terms apply to Mr. TRICUMDEE VELJEE, at Musjeed Bunder at Messrs. Tricumjee Veljee & Co. or Sassoon's Buildings, Apollo Street, Fort.

TO BE LET.—A large and Commodious four-storied building No. 3 situated in the Elphinstone Circle facing the Custom House and suited for Office, Godown and dwelling purposes. For further particulars and terms of rent apply to the undersigned at his Bungalow, Malabar Hill, between 7 and 11 A. M. or in the Office of Messrs. William Nicol & Co. between 3 and 5 P. M.

શા કેશવજી નાઈક.

i. e. KESSOWJEE NAIK,

NOTICES.

GOVERNMENT ICE HOUSE, No. 2, APOLLO STREET.—Hours for delivery of Ice, from 6 A. M., until 6 P. M., during the week, and from 6 until 10 A. M., Sundays.

Depot at Malabar Hill.

IN CASES OF ILLNESS, ICE MAY BE HAD AT FORT ICE HOUSE, AT NIGHT.

ROSSELET & Co.

ESTABLISHED 1858.

CHRONOMETER MAKERS, JEWELLERS, OPTICIANS, ENGRAVERS, &c.

No. 6, MEADOW STREET, FORT, BOMBAY.

UNION SHIPPING COMPANY (LIMITED).—(IN LIQUIDATION). A FIFTH DISTRIBUTION of the Assets of the above Company at the rate of Rupees Two hundred and fifty per share will be payable to the Shareholders, on and after THURSDAY, the 30th instant, at the Office of the London, Asiatic and American Company (Limited) Elphinstone Circle.

For the London, Asiatic and American Company (Limited),

A. E. ASHLEY,
Manager for the Liquidator.

Bombay, 24th January 1868.

GREAT INDIAN PENINSULA RAILWAY.—ELECTRIC TELEGRAPH.—NOTICE.—TELEGRAPH SERVICE between Calcutta and Bombay by the GREAT INDIAN PENINSULA and EAST INDIAN RAILWAY TELEGRAPH.

The Public are hereby informed that from the 1st February next messages will be received for transmission at Bombay for Calcutta and at Calcutta for Bombay at a through service rate of Rs. 4 annas 8 per group of 20 words and an additional charge of Rs. 2 for every half group of 10 words in excess.

Messages will also be received for transmission from any station to any station on either lines.

Any further information can be furnished on application to the undersigned or at any of the stations of the East Indian and G. I. P. Railway lines.

JOHN BLACKWELL,
Telegraph Superintendent.

Byculla, 21st January, 1868.

CUTLER, PALMER & Co.

WINE MERCHANTS.

Established in London and Bordeaux in 1815 *and in Bombay in* 1842.

REPRESENTATIVES.

In China, Calcutta, Madras, Colombo, Mauritius, New York, New Zealand, Manilla, New Orleans, Beunos Ayres, Rio de Janeiro, Monte Video, &c.

WE beg respectfully to solicit the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS OF WESTERN INDIA, &c. &c. for our WINES, SPIRITS, and LIQUIDIALS. Our business in Europe has for the last FIFTY YEARS been confined to the Wine trade, and being Shippers on the London and Bordeaux market, we claim to be in a position to meet the requirements of connoisseurs; superior to all competing Agencies in Bombay.

We subjoin our LIST OF SELECTED WINES for this Market, and beg to intimate:—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints or either one of them; Liqueurs excepted; these in not less quantities than 1 dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable Parsee Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices.

3rd. That our quotations are for delivery from our Godowns, and that we do not take the risk of subsequent breakage. Nor can we undertake to deliver Wines, &c. in Bombay.

4th. That samples must be paid when applied for.

CLARETS.

We consider most wholesome Wine for India.

	Qts.	per doz. Pts.
A 1—Chateau Latour or Mouton. Labelled & Branded...	Rs. 30	Rs. 16
No. 1—Rauzan, Black capsule, do... ... ,,	25	,, 13½
,, 2—Leoville, Blue capsule, do... ... ,,	21	,, 11½
,, 3—Larose, Yellow capsule, do... ... ,,	18	,, 10
,, 4—St. Julien, Green capsule, do... ... ,,	16	,, 9
,, 5—Medoc, Red capsule, do... ... ,,	15	,, 8½
,, 6—Medoc, White capsule, do... ... ,,	13	,,
Sauterne, Red capsule, do... ... ,,	20	,,

BURGUNDIES.

Very choice Wines.

Chambertin, Labelled and Branded..... .....Rs.	32
Nuits, ditto .... ,,	26
Macon, ditto .... ,,	21

CHAMPAGNES.

THE FINEST THAT CAN BE SHIPPED.

Finest Dry Sparkling, Labelled & Branded, Rs.	36	Rs. 19
Fine Sparkling, ditto ,,	31	,, 17
Good Sparkling, ditto ,,	26	,, 14

GERMAN WINES.

Of our own Selection.

Nonpareil Hock and Moselle, Sparkling,		
Gold foil, Labelled and Braided .... Rs.	36	Rs. 19
Muscatel do. and do., 1st quality, Silver foil .... ,,	31	,, 17
Moselle Still, Marcobrunner ..... ,,	34	,, ...
,, ,, Braunberger, do..... ,,	36	,, ...
Hock, ,, Johannisberger ..... ,,	36	,, ...
,, ,, Forster Traminer ..... ,,	34	,, ...
,, ,, Rudesheimer, do..... ,,	26	,, ...
,, ,, Hocheimer, do .... ,,	23	,, ...

(Lower qualities can be shipped, but are not recommended.)

SHERRIES.

Specially selected for tropical consumption. Qts.

Amontillado, very choice and superior.....Rs.	32
Oloroso—very old—in bottle ..... ,,	30
Amoroso, very choice, fine flavored, soft, pale..... ,,	28
Sherry, No. 1, Green seal, full bodied, gold color, dry. ,,	22
do ,, 1, Blue seal, pale and dry..... ,,	22
do ,, 1, Brown seal, very light gold and dry... ,,	20
do ,, 2, Yellow seal, pale and dry..... ,,	18
do ,, 3, White seal, a good Dinner Wine..... ,,	15
Marsala, Virgin

COMMERCIAL INTELLIGENCE.

BOMBAY DAILY BILL AND STOCK LIST.

BANKS

Subscribed Capital	Numl Value of Sh	Paid up	Dividend.	Names.	Rates.
	Rs.	Rs.	pr.		
3,140,000	1,000	1,000	8	Bank of Bengal	7,600prshare
1,015,00	1,000	1,000	8 p ct.	Bank of Bombay	55 per share
1,000,000	500	275	....	Ditto Ditto New	400 per share
1,000,000	250	130	....	Bombay Pres. bank	160germane.
2,000,000	250	200	6ps.	Bombay Trading & Banking Association	58 per share.
2,000,000	200	100	....	Brokers Banking Company	68 per share
1,000,000	100	250	nil	Central Bank	3 per share
800,000	250	200	5	Chartered Bank of India A. & China	152per share
800,000	200	25	13½	China Bank	6 pershare.
700,000	200	250	12½	Chartered Mercantile Bank of India London & china	33 p ct prem
1,500,000	250	200	12	Comptoir d'Escompte d'Paris	Nominal.
1,000,000	200	500	9	Delhiand London	No quot
500,000	500	200	....	Imuan Peumaniar London & China Ba.	17
3,750,000	200	1,000	18	Madras Bank	185 p.
1,000,000	1,000	125	p ct.	National Bank of India	63 p. ction
500,000	250	150	10	Oriental Bank Co.	129 to 130
1,000,000	200	200	....	Royal Bank of India	75 p. share
..	250	100	....	Guzerat Bank	82 p. s shr
					65 [illegible]pm

SHIPPING COMPANIES.

500,000	5,000	3,000	.....	Bombay ship Co.	1,000
250,000	2,500	2,000	25	B. C. and I. River Steam Nav. Co.	375 per share
300,000	5,000	1,500	....	Bombay and Bengal Steam-ship Co.	1,475 per share
120,000	4,000	2,500	.....	Prince of W. Ship Co	1,500 per share
150,000	50	50	....	Virgas Patent Ship & Foundry Co.	12 ½ per share
	161	3,000	2½	Bhima Shipping Co Limited.	100 per share

FINANCIAL ASSOCIATIONS.

.....	400	100	15	Bengal Credit Mob	76 per sh.
1,200,000	400	130	....	Financial Asso. of India and China	84 p. shar.

LAND COMPANIES.

2,000,000	12,000	7,000	....	Back Bay Reclamation Co.	295 per share
1,080,000	1,000	1,000	30 p.a.	Elphinstone Land Co.	515 p.sh
1,800,00	1,000	400	....	New Do.	65 p.sh
2,000,000	10,000	3,000	....	Fort Land Co.	90 to 95 p.sh
110,000	2,000	900	....	House and Land Investment Co.	Nequotation
100,000	5,000	4,000	....	Managon Land and Reclamation Co.	500 per share
....	2,000	1,100	25 p.	Port Canning	220 p. s.
2,180,000	10,000	6,200	....	Colaba Land Co.	300 per share

EXCHANGE.

On	Terms.	Rates
London Banks	4 months' sight	1s. 10 5/16d.
Do. Credits	4 Do. do.	1s. 11 1/16d.
Do. Documents	4 Do. do.	1s. 11⅛d. to 1s. 11¼d.
Calcutta	At sight	100½
Do.	30 days' sight	99½
Do.	60 Do. do.	99½
Madras	30 Do. do.	1 4/8
China	60 days' sight	219.

GOVERNMENT SECURITIES.

Government Securities, mercantile Bills	6 per cent. 6 do.
Four per cent. Co.'s Rs. Loan 1835-36	92
" " " " 1842-43	
" " " " 1854-55	
Five per cent. Co.'s Rs. Loan 1856-57	107½
Five per cent. Public Works Loan 1854-55	104
Five and a half per cent.	112½
Municipal 6 per cent. Loan	111½

BANK OF BENGAL.

Government Securities	7 per cent.
Mercantile Bills	10 do.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-8-0
Bank of England 5s. 6s	10-4
Spanish Dollars	225
Ounces	220
Mexican Dollars	220
German Crowns	210
Five-Franc Pieces	220
Bar Silver	108-8
Gold Leaf	15-1
Bar Gold 10 oz. English	6-0

DAILY COTTON MARKET REPORT.

BOMBAY, 25TH JANUARY, 1868.

			PER CANDY,
Oomrawuttee	Old		130 to 132
Akote			
Khandeish			128 to 130
Barsee			
Dholera			132 to 135
Bhowanggur			
Hingunghaut			135 to 140
Broach			135 to 138
Veeravul			135 to 137
Vingorla			128 to 130
Compta			128 to 130
Dharwar Sawginned			140 to 143
Oomrawuttee	New		130 to 135
Akote			

Ready Sales... 375 Candies

For delivery ... 500

Market Quiet.

MILITARY.

ARRIVALS.—JAN. 24.

Rice, Major, 6th Regiment N. I., on leave from Ahmedabad.
McCutchan, Assistant Surgeon, M. S., on duty from Poona.
Harcourt, Captain, 4th Lancers, on leave from Belgaum.
Anderson, Lieutenant Colonel, R. A., on duty from Poona.
Berkely, Captain, 3rd Dragoon Guards, on leave from Khandalla.
Lowry, Assistant Surgeon, 3rd Dragoon Guards, on duty from Belgaum.
Fullerton, aptain, 1st Grenadier N. I., on duty from Belgaum.

JAN. 25.

Murray, Lieutenant, R. H. A., on leave from Kirkee.
Gaye, Colonel, R. H. A., on duty from Kirkee.
Rouse, Surgeon, Bengal Medical Department, to join from England.
Powell, Assistant Surgeon, R. Regiment, to appear before M. B.
Powlett, Captain, B. S. C., on leave from England.
Treahurst, Surgeon, Bombay Medical Establishment from England.

DEPARTURES.—JAN. 24.

White, Captain, Royal Regiment, on leave to England.
Fisher, Lieutenant, 94th Regiment, on duty to England.
Gilbert, Lieutenant, 37th Regiment, on duty to England.
Davenport, Lieutenant, 79th Cameronians, on medical certificate to England.
Potham, Lieutenant and Adjutant, 7th Royal Fusiliers, on medical certificate to England.
Burl, Vet. Surgeon, R. A., on medical certificate to England.
Stace, Captain, 3rd Cavalry, on duty to Poona
Webber, Lieutenant, R. A., on medical certificate to England.
Skipwith, Lieutenant, R. Engineers, on medical certificate to England.
Berkely, Captain, 3rd Dragoon Guards, on leave to Khandalla.
Stevens, Lieutenant, 1st Light Cavalry, to rejoin, to Deesa.

JAN. 25.

Rouse, Surgeon, Bengal Medical Department, to rejoin, to Lahore.
Murray, Lieutenant, R. H. A., to rejoin, to Kirkee.
Wood, Captain, 93d Highlanders, to rejoin to Camptee.
Twynam, Lieutenant, 3rd D. G., to rejoin to Aumednuggur.
Rice, Major, 6th R. N. I., on leave to Ahmedabad.
Arskin, Colonel, Superintendent of Army Clothing, on duty to Poona.
Anderson, Lieutenant Colonel, R. A., on duty to Poona.

SHIPPING.

DAILY FREIGHT REPORT.—25TH JAN.

Port.	Cotton.	Seed.
To London	£3 0 0 to £3 7 6 p. t.	£2 0s. Nom.
" Liverpool	£3 10s. 0d. to £3 12 6	£2 2s. 6d.
By Overland Route	£5 10s. 0d. to £6 0 0	....
To China	Rs. 14 per bale.	....
" Mauritius	No business.	....

ARRIVALS.

Date.	Vessel.	Commander.	From.
Jan. 25.	Leon Leonie	Monset	Hongkong, Dec. 12
	Ottawa (s)	Anderson	Annesley Bay, Jan. 8
	Zephor	Mankinnick	Liverpool, Sept. 19.
	K. Roodeen	Nacoda	Cochin, Jan. 11.
26.	British Constitution	Shaw	Shields.
	Carlisle	Brown	Leath.
	Sunbeam	Winter	Liverpool, Sept. 18.

DEPARTURES.

Date.	Vessel.	Commander.	Destination.
Jan. 25.	Erie	Restbeck	Annesley Bay.
	City of Paris	Jack	Liverpool.
	Ashpool	Philips	Liverpool.
	Kurrachee (s)	Costier	Kurrachee.
26.	Ksnrovie	Machon	Liverpool.
	Good Success	Nacoda	Annes ey Bay.
	Jessie Gilbert	Stapleton	Annesley Bay.

The ship *Nacoda*, E. C. Jewett, bound to Rangoon, obtained her port clearance on Saturday last.

The following vessels began to load on Saturday last:—
Ship *British Peer*, to Liverpool.
Steamer *Governor Higginson*, to Persian Gulf via Kurrachee.

POSTAL NOTICES.

OVERLAND MAILS.

THE two next Overland Mails, per P. & O., Company's Steam packet, will be closed at the dates and hours below named:—
Wednesday, 29th January 1868, 2 P.M. After packet until 2 P.M.
Friday, 14th February do. do.
After-packet letters will not be forwarded unless an 8-anna stamp is affixed to the letter in addition to the postage.
Registered letters will be received until 6 P.M. of the previous day.

CHINA MAIL.

THE Post Office packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on Wednesday the 29th January 1868, at 6 o'clock P.M. A packet for late letters will be kept open, on payment of the usual fee until 7 A.M. on the 30th idem.

For Post on the S. E. Line of the G. I. P. Railway, *i. e.* for Poona the Deccan, S. M. Country, and Madras Presidency 12 noon; after Packet letters, 1 P.M.

For Post on the S. E. Line of the G. I. P. Railway, *i. e.* for Stations on the Railway line as far as Poona 8 A.M.

For Post on the S. E. and G. I. Railway, *i. e.* for Post Offices on the Railway Line, Guzerat, Scinde, Kattiawar, and Kutch 7 A.M.; after Packet letters 8 A.M.

Registered letters and Sanghy Parcels for despatch by all Mails will be received, except on Sundays, from 7 to 8 A.M. and from noon 2 to 5 P.M.

EXTENSION OF TIME IN POSTING OVERLAND LETTERS.—The Post Master being frequently unable to obtain early intelligence, on Overland Mail days, of the anticipated time of arrival of the North East Mail Trains, upon which the departure of the Suez Steamer depends, and having in consequence no means of giving the public timely notice of unavoidable detentions of 2 or 3 hours, it is hereby notified that whenever the departure of the Suez Steamer is obliged to be put off, notices will be sent to the Secretariat, Chamber of Commerce and the Public Journals in the Fort, and one will be hung up conspicuously outside the Post Office gates for general information. To give the public the advantage of posting letters of importance to the last hour, when such minor detentions occur, the Mail boxes will be kept open for *fully prepaid* letters upon which the after-time fee is affixed, to within 15 minutes of the departure of the Mail Vans notification of which will be obtained at the Post Office.

BANGHY PARCELS.

Distance	Weight not exceeding 20 Tolahs.	50 Tolahs.	100 Tolah.	Per 100 Tolahs beyond.
	miles.	Rs. As.	Rs. As.	Rs. As.
Not exceeding	50	0 4	0 8	0 12
"	600	0 8	1 0	1 8
"	900	0 12	1 8	2 4
"	1200	1 0	2 0	3 0
Above	1200	1 4	2 8	3 12

NEW ADVERTISEMENTS.

NOTICE.—To be sold by Public Auction in H. M.'s Dockyard, on MONDAY, the 27th instant, and the days following, a quantity of IRON old, COPPER old, HOGSHEADS, Casks &c. Terms of Sale as usual, and further particulars apply to the undersigned.
GEO. T. ROBINSON, Commander I. N.,
Marine Storekeeper.
Marine Storekeeper's Office, Bombay, 25th January, 1868.

BOMBAY RACES.

GRAND STAND,

PRICES OF ADMISSION.

Season Tickets	Rs. 15
First Class Chair	" 5
Ditto Bench	" 2
Second Class Chair	" 3
Ditto Bench	" 1

Apply to JAFFER SULLIMAN.

NOTICE.—The Executive Commissariat Officer at the Presidency will receive sealed Tenders up to 12 o'clock noon, on WEDNESDAY next, the 29th instant, for the supply of—
50 lacs pounds Hay of good quality, and perfectly dry, and delivered wherever ordered within the Island of Bombay and Colaba.
A Cash deposit of ten per cent. calculated on the cost of Hay at the tendered rates should accompany each tender, which deposit will be forfeited in the event of Hay not being supplied within the time specified in the accepted tender, or its being of inferior quality.
Tenders should shew the time within which the quantity of Hay tendered by each dealer will be completed.
The Hay will be subject to survey, and the decision of the Executive Commissariat Officer will be final as regards his rejection or otherwise.
No reason will be assigned for the rejection of any tender.
C. F. KEAYS, Captain,
Executive Commissariat Officer Presidency,
Bombay, Executive Commissariat Office, 25th January 1868.

NOTICE.—The Executive Commissariat Officer at the Presidency will receive sealed Tenders up to 12 o'clock noon, on WEDNESDAY next, the 29th instant, for the supply of—
Chains Iron 4/16 and 3/16 inches as per Musters open for inspection.
The Chain to be supplied immediately on the acceptance of the Tender.
A Cash deposit of ten per cent. calculated on the cost of the Articles at the tendered rate should accompany each tender, which deposit will be forfeited in the event of the Chain not being supplied in time, or of exact size and description demanded.
Forms of tenders and other information may be obtained on application at this Office.
Dealers can tender for any quantity of Chain.
No reason will be assigned for the rejection of any tender.
C. F. KEAYS, Captain,
Executive Commissariat Officer Presidency.
Bombay, Executive Commissariat Office, 25th January, 1868.

RANSOMES & SIMS, IPSWICH AND LONDON.

HAVE been AWARDED the HIGHEST HONOURS conferred on any British or foreign manufacturer of Agricultural Machinery.

AT THE UNIVERSAL EXHIBITION, PARIS, 1867.

FIRST GRAND PRIZE & GOLD MEDAL, the only Grand Prize conferred upon any exhibitor of Portable Steam Engines and Thrashing Machines.
At the Great International Competitive Trials of Implements at Paris, the following Prizes were awarded to Ransomes & Sims:—
The First Prize for Best Portable Engine.
The First Prize for Best Steam Thrashing Machine.
Two First Prizes for Ploughs.
Four First Prizes, and Six Second Prizes for Ploughs; Horse Hoes, Chaff Cutters, and Mills.
From the Royal Agricultural Society of England, July 1867:—
The First Prize for Steam Thrashing Machine (Single Blast).
The Prize of £15 for Portable Steam Engine.
Catalogues and Drawings gratis on application.

RANSOMES & SIMS, IPSWICH AND LONDON.

CHESSON & WOODHALL'S LIBRARY, No. 10, HUMMUM STREET, BOMBAY, AND No. 1, EAST STREET, POONA.

NEW AND OTHER BOOKS.

RECEIVED BY THE STEAMER "RANGOON."

Boosey's Christmas Annual 1867 (Musical)	Rs. 0 12
Hanover Square Xtmas. number, and No. 2, (Musical)	1 8
Bond Street, Part I. January 1868	0 12
Boosey's Christmas, Rose (Music)	3 12
Wright's Fireside Album (Musical)	3 12
London Society, vol. 12—July to Dec. '67	7 4
All the Year Round, vol. 18, ditto	4 4
The Art Journal 1867, bound volume	20 0
The Lady's Treasury. Vols. 3, 1867	8 0
Braithwaite's Retrospect of Medicine, vol. July to December '67	56, 4 0
Adcock's Engineer's Pocket Book for 1868	4 8
Haswell's ditto ditto	9 0
Dickens's Christmas Books, new Illust. edn.	2 4
Scott's Peveril of the Peak	0 8
Unsentimental Journeys	3 12
Punch's Almanac for 1868	0 4
The Cornhawk Ditto, and papers. 14, 21, 28, December, and 4 January	1 4
Agnes; and our Mutual Friend, each	3 12
Voyage alone in the Yawl *Rob Roy*	3 12
Boyle's Far Away	6 12
Savage Club Papers, 1868	9 0
Mr. Sprout; his opinions	2 12
Far above Rubies	4 8
Lessons of the Middle Age	6 12
Vambrey's Sketches of Central Asia	12 0
Palgrave's Central and Eastern Arabia	5 12
Chappell's Christmas Magazine (Musical)	0 12
Modern Gunnie on Ammunition	8 0
Marshall's Outlines of Physiology, 2 vols	24 0
Maguire's The Irish in America	9 8
Flying Scud	1 8
Lord Derby's Homer, 2 vols	7 8
Wallace's The Desert and the Holy Land	8 8
The Boy's Own Book	6 8
Buckland's Curiosities of Natural History, 3rd Series, 2 vols	9 0
Skirjing's Builder's Price Book for 1868	3 0
Hunting Grounds of the Old World	5 0
Nystrom's Mechanics of Engineering	5 12
Peacock's Handbook of Abyssinia	1 8
Cassell's Magazine, vol. 1	3 12
Map of Europe, folded and mounted, in case	35 0
Family Friend, vol, July to December 1866	2 12
Record of Whitecross Street Prison	1 8
Noad's Text Book of Electricity	9 8
Templeton's Workshop Companion	3 12
Cassell's Art of Conversation	0 12
——— Drawing-room Magic	0 12
Mitchell's on Gun Shot Wounds	4 8
Belgravia, vols. 1 to 3. By Miss Braddon, each	5 12
Maunder's Little Gazetteer	2 0
Christy's Minstrels Songs, 3 vols	9 0
Hymns, Ancient and Modern, 8 annas, Rs. 1½	2 12
Holley on Ordnance and Armour	36 0
Thomas on Rifled Ordnance	6 0
Hyde's Principals of Gunnery	19 8
Arabic Grammar. By F. Elshidiac	3 12
——— By Wright	11 4
——— Dictionary by Catafogo	22 8
Dixon's The Holy Land	8 0
Studies of a Wandering Observer. By Ireland	6 12
Grant's Law of Bankers and Banking, 2nd edn., by R. A. Fisher	15 12
Scott's The British Army, 2 vols	26 4
London Journal, vols: 43, 44, and 45. Each	3 8
Power of Attorney Form	0 4
Czerny's Velocite for the Piano	5 4
——— 101 Exercises for the Piano, 2 Parts	1 8
New Infantry Drill, Pocket edn., 1867	0 12
——— Official edn., 1867	3 0
Instruction of Musquetry, 1867	0 12
Handbook for Field Service, edn. 1867, by Younghusband	5 12
THE WAVERLY PEN—*Per box*, Rupee 1.	

PLAY BOOKS, 8 annas each:—Done Brown; Fra Diavolo Burlesque, Found in a four wheeler, Honeymoon, Esmeralda, Man of Many Friends; Life's trial; All's not Gold that Glitters; She stoops to conquer; Return of the Wanderer; Dumb man of Manchester; Oliver Twist; David Copperfield; Jealous Wife; Lawyer's Clerk (lottery ticket); Taming a Tiger; Slasher and Crasher; Box and Cox; Bride of Abydos; Mrs. Caudle.
Bombay, 25th Jan. 1868. CHESSON & WOODHALL.

THE TEXTILE MANUFACTURES AND THE COSTUMES OF THE PEOPLE OF INDIA,
Prepared under the Authority of the Secretary of State for India in Council.
By J. FORBES WATSON, Reporter on the Products of India
Imperial Quarto, Morocco back. Cloth, with numerous Coloured Photographs, £2 2s.

OPINIONS OF THE PRESS.

THE TIMES.—"On no point, perhaps, in regard to India, has greater ignorance prevailed in England than in respect to the clothing of her vast population. Late as it is, and for the first time within the last hundred years of our Indian domination, the work just completed by Dr. Forbes Watson supplies this great and almost unaccountable want of information, and supplies it, too, in a most complete and intelligible manner. It would be impossible to follow Dr. Watson's work in detail; but, whether to the manufacturer or to the general reader, the interest throughout will continue unbroken His book is written in a clear and thoroughly unaffected style throughout; it is handsomely got up, and embellished by numerous coloured photographs, from which the various styles of costumes and portions of clothing, male and female, will be more readily understood than from mere descriptions."

THE ATHENÆUM.—"We may safely say that a more important work on the manufactures of India has never been given to the public, than the Industrial Museum, and this Commentary by Dr. Forbes Watson. Advantages are sometimes slow to follow, even when the channel for them has been skilfully made and clearly marked out, but we certainly do anticipate very great results from this work, and that before long its author will be acknowledged to deserve a place amongst the real benefactors of India."

THE EDINBURGH REVIEW.—"It is a matter of national importance to study and ascertain what the traditions of India in respect to dress really are. This task has been most ably performed by Dr. Fo bes Watson in the Volume before us. We call attention to the work and to the subject, not as a matter of mere curiosity but as an inquiry of direct interest to the manufacturing industry of Europe Dr. Watson has evidently brought his personal Indian experience to bear upon a mass of materials which in less skilled hands, would most likely have proved wearisome and unintelligible. As he has arranged his details, they are as entertaining to the general reader as they are full of information and instruction to the manufacturer."

THE MORNING POST.—"The conception of this splendid work effects the highest credit upon the wisdom of the department to which we are indebted for its publication; and the manner in which it has been executed by its author. No one can fully appreciate the value of this work without seeing it, because neither analysis nor extracts can give any idea of the immense mass of minute facts which it contains, and the admirable manner in which they are grouped and made subservient to the practical requirements of the manufacturer and the merchant, and the cravings of the student of ornamental art. The illustrations are as magnificent as they are appropriate. In fact, as mere productions of beauty and taste, they give the work the air of a book of art luxury, and we have no doubt that from this feature it will find many admirers and purchasers beyond the ranks of trade and commerce."

THE ART JOURNAL.—"The work, indeed, is as well fitted, as far as embellishment is concerned, for the drawing-room table as it is for the study; and its contents will be found far more interesting to the general reader than its mere designation would lead to a supposition that it might be. The motive and purpose of its publication is highly creditable to the present Home Government of India."

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1868.

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THE BOMBAY

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1868.

PRICE RUPEES 8; BY POST RUPEES 8½

TO BE PUBLISHED,

WITH THE CO-OPERATION OF THE MUNICIPAL COMMISSIONER AND PERIODICALLY AS THE BUSINESS OF THE MUNICIPALITY MAY DETERMINE,

THE BOMBAY

MUNICIPAL RECORD

FOR

1868.

THE great importance and rapid increase of municipal business, as well as the wide spread interest felt by the public in all matters relating to the Municipality since the passing of the Act of 1865, point to the necessity of publishing the Municipal business in a more convenient and systematic form than that presented by the files of a daily newspaper or the documents distributed yearly issued from the Municipal office. At present neither the Justices nor the public can refer without much trouble to the past business of the Municipality, and it is to place within their hands an easy means of reference to current affairs (and, it is hoped, to remunerate the projector, as well) that "The Municipal Record" has been designed.

"The Muncipal Record" will contain a full report of the meetings of the Bench of Justices, (the speeches to be previously revised as far as possible by the speakers themselves); all papers which may be issued by the Municipal Commissioner and officers of the Municipality generally; and in fact every scrap of information (such as the recent (opening of the Null Market, and the present strike of the Butchers relating to the Municipality. The publication will be a kind of local municipal "Hansard" with this difference that, in addition to the regular proceedings of the Bench of Justices, it will contain a file of the papers published during each year and the miscellaneous business of the municipality generally.

The page will be of the same size as a page of Chambers's Journal. The date of periodical publication will depend on the Bench meetings and the issue of municipal documents. Its parts may be published twice in a month, or monthly, or not for two months as the circumstances named determine. It will be a leading object to issue the proceedings of each Bench meeting within a few days after the meeting has taken place.

At the end of the year a carefully prepared Index will be issued and the volume may be bound and preserved for future reference. It is impossible to predict the size of the volume, but it is expected that it may run to 300 or 400 pages.

The price of the work will be Rupees Twelve per annum, which on an average is equal to only one Rupee per month —a small sum for so great a boon.

It is proper to state that though the work will be published with the sanction and co-operation of the Municipal Commissioner, the Municipality has no pecuniary risk or interest in it.

Orders for the work by the Justices and the general public will be registered at the "Bombay Gazette" Press, by the proprietor of which it has been projected.
Bombay Gazette Press, 7th January 1868.

BOMBAY CLUB.—NOTICE.—THE HALF Yearly GENERAL MEETING of the MEMBERS of the BOMBAY CLUB will be held on MONDAY, the 27th January 1868 at 4.30 P.M. to receive a Report and Abstract of the affairs of the Club for the past half year, and to elect Members of Committee for the ensuing year.
JAMES G. CURRIN, Honorary Secretary.
Bombay Club, 26th December 1867.

NERBUDDA COAL & IRON COMPANY, (LIMITED).—FIFTH CALL (£1 or Rs. 10 per share) making £6 per share paid. The Board of Directors, HEREBY GIVE NOTICE, that they have this day made a Call of Rs. 10 per share, the same to be paid to the Chartered Mercantile Bank of India, London and China, in Calcutta or Bombay, on or before FRIDAY the 6th day of March 1868.
Interest at the rate of 4 per cent per annum will be charged upon all sums remaining unpaid in respect of the said Call after the said 6th day of MARCH next.
By order of the Board,
HERBERT HEATH, Secretary,
9 Size Lane, Bucklersbury, London, E. C. 19th Dec. 1867

WATER LIFTS.—Messrs. THACKER VINING & Co. have at present available one of Messrs. TURNER & Co.'s large sized Water Lifts, No. 4, which can be delivered at the Manufacturers' reduced price, with charges added.
The great demand for these Machines has enabled the Manufacturers to lower the prices of all the sizes, any of which Messrs. Thacker, Vining & Co. will be happy to procure to order.

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No. 0, with Chain and Buckets for 10 feet depth, £20. For every additional foot of depth, the Chain and Bucket would cost 13s. 6d.
No. 1, £24; do, 10 feet do.; extra Chain and Buckets, [£0 15s. per foot.
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The Gearing working at a low speed, the Machines work a long period without any perceptible wear. The Buckets are made of galvanized iron. The Teeth on the Barrel working into the pitch chains are of steel, and are so constructed that the wearing surface of each can be changed four times over, so that they last an indefinite period.
(*Messrs. Turner and Co.'s Catalogue of Machinery is available on application*).
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NOTICE.—His Excellency the Governor requests the honor of the company of Officers in Her Majesty's Civil, Military and Naval services at a Ball at Government House, Parell, on Wednesday the 12th of February next at ½ past 9 o'clock.
Members of the above services desirous of attending are requested to send their cards to the Aide-de-Camp in Waiting *at their earliest convenience.*
Full Dress.
TOWNLEY M. FILGATE,
Military Secretary,
Government House, Malabar Point, 16th January, 1868

BOMBAY ASSEMBLIES.—Subscribers are informed that the next Assembly will take place at FRAMJEE HALL, Breach Candy, on TUESDAY EVENING, the 4th February.

The Bombay Gazette

MONDAY, JANUARY 27, 1868.

IN estimating the value of a thorough system of communication as an evolutant of the resources of any specified country, we may consider that the main arteries, the great trunk lines, must be capable of sustaining an incomparably greater amount of traffic than the mere feeders. They must not only be more durable, and therefore more expensive, but must possess a highly efficient staff of employés &c., both for construction and maintenance. We may conclude that as canals are not generally practicable, and are besides incapable of rapid and easy extension, in this country at least, and tramways are obviously unsuited to continued heavy traffic in large quantities, railways would be best suited for trunk lines. In order to obtain absolute perfection, or what is acknowledged to be so, as nearly as possible, there should be an organized system of railways from one great commercial centre to another. The country should be parcelled out in sections, either according to the nature of the country and its produce, or according to its inhabitants and the principal city chosen as the head-quarters. From each of these centres to the nearest or the two nearest, Railways should be constructed, collecting their staples for transmission to the coast, or interchanging their several produce, in the ordinary course of local traffic. In a report by Colonel Balfour on Indian Railways he quotes from the Parliamentary Papers containing the Madras Commissioners' Report on Public Works, as follows:—"To estimate the value of a line by the traffic, and when it is in such a state, as to throw every possible impediment in the way of traffic, is contrary to reason, yet such were the grounds on which bridges were refused to the road from Berhampore to Russelcondah. The way to ascertain the really most important lines, is by careful local enquiry aided by the study of the map, and if the present classification is tested in this way it will be found that we are treating some of the most important lines as if they were of no more use than to join neighbouring villages." We must acknowledge that the above is unfortunately only too true with regard to the present meagre system of railways in India, and would of course be equally applicable to tramways as to railways. This would corroborate the scheme of trunk lines which we have set forth above. The next most important subject is that of feeders to the main lines. There are two essentials to an efficient system of auxiliary communication, first, rapidity of construction and extension; second, cheapness of construction and maintenance. Canals, as we have stated, are, as a rule, impracticable in this country, and even if it were possible to construct them, would violate both the above conditions. Railways are also open to both objections, but in a lesser degree. They are more rapidly constructed than canals, but not rapidly enough to justify short extensions, or branches in this country. They are moreover very costly to construct unless their length enables them to absorb the traffic of very large or very rich districts; and their maintenance is necessarily very expensive. It is, however, needful, that something more capable of developing the resources of the country than ordinary roads be instituted as railway feeders. In England the cheapest and most expeditious system is usually that of branch lines, but these, where iron and coal are near at hand, are very little dearer, comparatively, in construction, than a tramway. One great item which causes much expense in railway maintenance is, the necessity for skilled labour, for the conservation of the heavy plant, and for plate-laying, and other repairs of the permanent way. It would be necessary for the efficiency and economy of the feeders to the main system, that a greater part of the expensive educated staff be done away with, and that as little expense as possible, beyond the mere working of the line, be incurred. All machinery, whether locomotive or stationary, induces expenditure, not only on account of the frequent repairs required, but of the superior class of workmen on high pay, necessary to efficiency. In England, where skilled workmen are more numerous, and therefore not so highly paid, this item is not so disproportionate to the rest of the expenditure. But in this country where great pecuniary inducements are necessary to attract European workmen of any position to immigrate, and when here, to stay in the country, it becomes a very serious question whether it be advisable or not to incur the expense.

There have been various propositions made from time to time, with regard to roads and railways in India, but all bearing more or less on the particular Presidency in which the author gained his experience, and though equally applicable in a certain degree to the whole of India, have been for the most part as yet untried. The cause of this has been principally the want of unanimity, either in whole or in part in their schemes. The most important we consider to be Sir William Denison's Pamphlet on Roads and Railways in India, but being a Madras man, his experience is of Madras only, and he has merely suggested the general applicability of his ideas to the whole of India. We propose on a future occasion to examine the above named pamphlet, and hope to be able to show how far his suggestions may be usefully appropriated, with regard to the subject which we have at present in hand.

IN Mr. Gladstone's remarkable evening address at Oldham, in which he reviewed, before the working men of that town, the leading political questions of the day, there was no portion more suggestive as regards the future than that in which he expressed his opinions on the relation of capital and labour, and on the character of trades' unions which since the outrages at Sheffield have been so much decried by a portion of the English press and public. It is not many days since we were asserting that these Sheffield outrages had no more to do with the truth of the principle of trades unionism than the force used by Charlemagne to obtain converts to the religion of the day had to the truth of christianity. Speaking of the trades' union outrages during last year, Mr Gladstone says:—"With regard to these disclosures of violence, we are to look upon them certainly with horror and disgust, but we are to look upon them exactly as when some man in a high station of life disgraces himself by acts which will happen in every society and in every class—disgraces himself by acts unworthy of his name and place, and brings for a moment discredit upon the class to which he belongs. It would be unjust for us to make light of the guilt and mischief inflicted in the manifestation of this violence, as it would be unjust on the other hand to allow any discredit to attach to the labouring population of the country in general because one or two handfuls of them in one or two different places and trades, have been so deluded by these things as even to partake in and allow them to go on." Now, this is a significant admission to come from one of the leading statesmen of the age. "I think it is perfectly natural," says Mr Gladstone, "that those who live by their labour should associate in order to know one another's condition and to make common cause in the fair assertion of their claims and their rights." No body of men but a class-legislature, with a set of narrow restricted views of their own divine right to all the privileges of the nation, could ever have believed otherwise. Men of class-ideas should take a warning by Ireland; for it is obstinate resistance to needful reforms which lays the seeds of rebellion or revolution; and we now perceive from the vain but troublesome efforts of Fenianism the length to which stubborn immobility, in redressing the grievances of a nation, may lead. Probably Mr. Gladstone's unambiguous expression of sympathy with the principle of trades' unionism may dispose that portion of the British public who, unable and unaccustomed to think for themselves, obediently follow the lead of some great name to believe that it is possible the labouring masses of England may not, after all, be guilty of so very heinous a sin in organising themselves into a body to assert and obtain whatever rights they have. All society begins with prerogative, and not a little of history consists in wrenching from prerogative the privileges, or a portion of the privileges, it holds. In developing his argument Mr. Gladstone commits, we think, one mistake which further study of the subject, or a further acquaintance with the position of working men whose cause he has espoused, will enable him to overcome. He thinks that "a trade" should not dictate to the employers the maximum of apprentices to be employed. It is notorious that many greedy or needy employers work their establishments almost exclusively by apprentices, the effect of which is not only to overstock the trade with applicants for labour, who of course cannot obtain it, but to do serious detriment to the true interests of the country. Each batch of trained apprentices is turned out from such establishments—in fact cast upon society—as their apprenticeship expires, giving way to others who are in process of training, and who will be served in like turn when the years of their indenture are run. Trades' unions say, that the apprentices shall bear a certain proportion to the adult hands, otherwise these adult hands will sink into idleness, pauperism or starvation. Mr. Gladstone objects to the regulation on a mere figment of political economy, that to prohibit employers engaging more apprentices than a certain number "is to limit "and hamper the employer in the pay"ment of wages, by prohibiting the class "of workmen whom he shall employ." But does Mr. Gladstone argue that any capitalist, large or small, has the right of manufacturing paupers wholesale, for that is really the issue of the question? Not the individual trade which suffers by the process, only, but even society itself has something to say in the matter, quite as much as the highly imaginative science of political economy. But for the decided action of trades' unionism in this particular, England would present a different spectacle, among her poorer classes of operatives to-day than she actually does. If the trades did not protect themselves by keeping down apprentice labour, a Government not fettered by notions of political economy—and we must remember it was ideas culled from political economists that were the chief causes of the Orissa famine—and anxious to keep the heart of the nation sound, would institute some legislative machinery to maintain a due relation between child-labour and adult-labour. If, as Mr Gladstone believes, it is quite a proper thing to strike for an increase of wages, it is not less proper to strike to prevent employers from swamping a trade and ruining a whole section of the community; and the first to dread such a consequence should be the legislature to whom the interests of society are entrusted. It is gratifying, however, to read Mr. Gladstone's clear, emphatic and sensible views on the much agitated

ABYSSINIA.

OFFICIAL DESPATCHES FROM BRIGADIER GENERAL MEREWETHER.

THE following papers were on Saturday placed by Government at the disposal of the press:—

From Brigadier General W. L. MEREWETHER, C.B., Resident Aden on Special Duty Abyssinia
To C. GONNE, Esq., Secretary to Government, Bombay.

Camp Senafe, 25th December 1867.

SIR,—The time since my last despatch was spent in visiting places in the neighbourhood of Senafe. On the 14th we went to Tekonda, which instead of 18 miles as we were first informed proved to be only 9½. The road however is one of the worst we have seen. After passing 1½ mile over the plain of Senafe, a hill had to be ascended 393 feet, taking 1an hour—road a mere track and covered with stones, fixed and loosed. Immediately there was a descent of 456 feet, also strewed with stones for the first half, afterwards less so. Undulating ground was crossed for ¾ mile, then another rough ascent for 295 feet, followed immediately by a sloping very strong descent of 156 feet, and ascent again of 165 feet very steep and bad in some places, sheet rock and large blocks of sand stone, chiefly mixed with slate here and there. The road then passed along a plateau, giving a very fine view of part of the Akkola Kazaie plain and distant high ground of Hamozer and Sarame with the range of Hills in the direction of Adowa, and heading a fine deep ravine having perpendicular cliffs. This part was described as bad on account of robbers 25 years ago by Dr. Kuppell; it has the same credit now. As far as this the road had been very bad. It doubtless could be very much improved, but it would take some time to do so and employ people whose services would be more usefully engaged elsewhere. After passing a short distance along tolerably level ground, the descent commenced, which lasted to the plain of Tekonda, a distance of 4 miles, in which the fall was 545 feet irregularly dispersed. The plateau and hill sides are fairly clothed with juniper and wild olive trees, but as Tekonda is neared there are none. The village of Tekonda is on the top of a hill 165 feet above the plain and more than a mile from the King's Camp, which we stopped at on the previous occasion. The villagers have to bring water for daily consumption from the spring at the camp.

2. After Senafe, Tekonda appeared a desert. There was little grass to be seen, and in only one place signs of grain having been out. In the village itself no grain was purchasable from the crops having been almost entirely destroyed by locusts, and the people said this was the case with all the surrounding villages. Wood there was none near, but was plentiful 3 to 4 miles off towards the edge of the Highlands.

3. Tekonda would not answer for an encampment owing to the scarcity of supplies and forage. But the Huddas route might be made use of for convoys if the Senafe one gets chocked at all; still considering the badness of the ascent to Tekonda and the road between that and Senafe, its use should be avoided as much as possible. The system of elders is followed at Tekonda the same as in most other places. The heads of several families form a sort of council, one of them being recognized as the exponent, but he is not able to act without the consent of the others. We breakfasted outside the house of one of the elders, who readily provided water and all else we required.

4. On the 16th we crossed the Shurmazena plain immediately adjouring Senafe to the south, and passing through a low range of Hills entered another valley in which the 1st King's Camp on the road to Attegerat is. The valley is about 5 miles long by 2½ broad, running from N. W. to S. E., is one large sheet of grass, and has a supply of water appearing at intervals down the centre of it, the source of the Mai Muna of the Map. This river is wrongly made to reach the sea at Amphilla, but in reality joins the Ragooly above the point where we reached, that river in October last; and as then stated, the Ragooly empties itself into the Salt Lake near the hill March. In the valley abovementioned there are several considerable villages, amongst them Behat near the head, Barakeet on the east side, and Barakar on the West. We visited all three, and at the last, which is situated at the mouth of a well wooded pretty ravine having a clear spring of good water runing down the centre, we were shown a shrine and cave sepulchre of a holy personage by name Romanos, said to have died there in the seventh century. We were allowed to look into the cave through holes, and saw some pieces of cloth covering what appeared to be a collection of bones and a human skull. Dr. Kuppell thus describes his visit to the place:—"On our way back to the Camp from Goona Goona to Barakeet we visited the village Baratar, behind which in a narrow and romantic ravine intersected by a brook. There has been a colossal projecting rock. Nice groups of sycamore and other large trees afford a peculiar charm to this ravine, which is entirely screened by them. Near the chapel they show you a cave in part closed up, in which the founder of the hermitage lived, getting his food through a small aperture. Near the cave was a coffin made of a sycamore trunk, and resembling an unadorned Egyptian mummy box. This chapel had, also besides some biblical works, its own memorandum book, in which was written that the deceased holy founder was a native of Roum (Greece, properly Constantinople) who came into this region in the reign of the Abyssinian king Kabeb (7th century), performed many miracles, and finally caused himself to be closed up by brick-work to pass the remainder of his life." The biblical works, as well as the memorandum book, are still at the chapel. A transcript of the latter is being made from which Dr. Krapf will at his leisure make translated extracts. It is old Ethiopic. Having come by Barakeet we returned *viâ* Bobat, and found the road much the worst of the two, meeting a steep and in some parts difficult access. Bobat and Barakeet belong to the Shunnazana district, though they are separated from it by a range of hills. Heavy clouds collected during this afternoon and there was a sharp fall of rain on Senafe from 6-30 P.M. to 8, extending, as was afterwards learned, down the Pass below Roha Guddee, but unfortunately not further.

5. From the information gathered it appeared there were two main roads from Senafe to Attegerat, one called the King's Road, the other the Caravan road, with a third which goes for a short distance separately, but joins the King's Road after about 16 miles from Senafe. This last may be dismissed at once as being deficient for that distance in water and grass. It was considered advisable to examine the other two, and accordingly on the morning of the 21st, accompanied by Colonels Phayre, Wilkins, Dr. Martin, Mr. Munzinger, and Dr. Krapf, with escort of a troop of the 3rd Light Cavalry under Lieutenant Colonel Lock, I left Senafe, and following the King's Road, marched to Mai Muzrab Mayrah, 20 miles, the first day, and to Attegerat, 17 more, the second, the whole distance being only 37 miles. The road passed a little to the left of Barakeet and then across the southern end of the Mai Muna valley, over a low spur into a much narrower valley, running from west to east at the foot of a striking scarped hill called Disanee. In the centre was a running stream of water which joined the Mai Muna a little lower, and plenty of good grass. Proceeding west about 2 miles we came to the village of Goona Goona at the head of the valley and spring 12½ miles from Senafe. There is another shrine here, with remains of saints, but we did not visit it. The water being near, the spring on the side of the hill is conducted by small courses to various level spots, on which young wheat was growing well. This was also observed at two villages near Barekeet, where the green wheat growing in terraces on the side of the mountain with the early morning sun shining on them had a very picturesque and refreshing effect. Immediately after leaving Goona Goona there was a steep ascent, which will require improving before it is easy for laden animals, but there is nothing that may not quickly be done by sappers. For wheeled artillery it would take some time. The total height was not accurately taken, but it was under 300 feet, and spread over about 1½ mile. A spring of good water was found near the top. Once up there is a fine level plain with grass and bushes, some of the latter stunted Babul; at one mile the third road from Senafe joined here, also the district of Accola Kazain was left and that of Agame entered, and immediately after a ledge passed having a ravine on the right called Kola Ambarus leading down to the Mareb, and another to the left leading to the Eastern plains, thus we were on a narrow neck of land between the Western and Eastern water shed. To the left a high scarped isolated Hill was pointed out as Debra Matro, a stronghold of the family of Sobajadis. After going about 4 miles further we left the road and descended by a rough path into a valley to the watering place Mai Muzrub ("mai" means "water.") There were two villages close by called by the same name, at Dyzenat, and two others a little distance off. Sufficient grain was purchased here for the whole of the animals, grass and water in abundance. The next morning we had to ascend again to reach the road, which was done in 25 minutes; then passed over the same level plain till we turned the high Hill called Focada, 6 miles from Meezrub. Here we had a fine view into a low valley to the right, apparently well cultivated and having several villages in it. Towards the western end was another of these isolated naturally fortified hills called Debra Damot, in this instance occupied by a peaceful colony of Abyssinian monks. At this point we were only 20 miles from Adowa, but the intervening country consisted of the most difficult hills and ravines the whole way Passing round Tocada was the village of the same name, 7 miles from Muzrab, with signs of considerable cultivation, also with a plentiful supply all round of most excellent grass, and the same was noticed for 4 miles further during which the road went along the side of a hill with low valleys to the left. After four miles there was a very steep descent of 186 feet by a bad path to Kur Subheir, a small village now deserted because the water usually found near it had dried up. From this to Ategerat about 6 miles was over a cultivated plain with here and there springs of water.

6. The 37 miles from Senafe to Ategerat would be devided by troops moving into 4 marches

To Goona Goona	12½	miles.
Mai Muzrub	7½	,,
Tocada	7	,,
Ategerat	10	,,

At all these places there is abundant supply of water and forage, but wood is scarce. This might be met by previous arrangement. Or into three marches—

Goona Goona	12¾	miles
Tocada direct avoiding Mai Muzrab	12¼	,,
Ategerat	10	,,
	35	,,

7. Ategerat is the Chief Town of Agame, but cannot boast of much size. It takes its importance more from having been the residence of Sabagadis and being the centre of a fertile district. A market is held here every Monday and as we witnessed (for we are able to visit it) well attended. There were several hundred people collected, almost as many women as men, and there appeared spiritedbusiness going on in Corn, Cows, Sheep, Ponies, Hides and Pettey. Salt pieces were also being sold 50 for a dollar, so cheap as being near to the salt plain, from which it is not above 50 miles. There is a large Abyssinian Church in the Town, also a palace belonging to the son of Sabagadis. This ruler is now a prisoner with Wugshum Gobezie, having been taken away by that Prince when he visited this part of the country last year because he was doubtful of the faith of the son of Sabagadis and afraid of his turning against him. It was this act that made Kassa, who is connected with the Sabagadis family, raise the standard of revolt and led to his becoming master of Tigre as he is now. The wife of the son of Sabagadis is living in a house inside a walled inclosure which might be dignified with the name of a small fort, a little apart from the town. Good encamping ground may be selected anywhere. There are several springs of water and a good supply of grass, but fuel is very scarce and would have to be brought in. I have made arrangements for some being stored for the coming troops.

8. Agame proper is divided into four districts—viz., Sassie, 2, Addi Subha, 3, Gusto Afish; 4, Agotti Satta—to which Prince Kassa has appointed the following four chiefs, who are to govern together, forming a kind of council—1 Dyaj, 2, Shum Agame Kessu, 3, Ayte Bareahee; 4, Ayte Keeksa. Of these 1, 3, and 4 are of the family of Sabagadis. There are besides two outlying districts, governed by their respective chiefs.

Torasko, chief Darras,
Guta Makada, chief Hagos.

Agame produces wheat, barley, thif, and some grain; all the four chiefs are away collecting tribute, so I did not see them. I rather think their absence was intentional, as they were not certain how their paying respects would be accepted by their ruler Kassa, so thought it politic to avoid the interview for the present. Many people have sent warnings to me not to put too much trust in Kassa, but that his honesty of purpose is not to be relied on. This of course is borne carefully in mind but everything is carried on as if his profession were considered sincere, and the warners are told that if he choses to act in a friendly manner it will be to his benefit, but if he adopts the other course he will be met and treated accordingly. I may here give Dejaj Kassa's origin. His father is Shum Tuebien Murdja, his mother is the daugther of Dejaj Tuntoo, father of Bulgeda Arca of Welda Selassee. His grandmother was the daughter of Shum Woldoo and sister of Dejaj Sabagadis. All the people at Ategerat seemed very glad to see us. One, an influential man, who visited me, said when they first heard of our arrival at Senafe they were afraid, but the accounts they had since received of our good treatment and liberal dealing had quite reassured them and they were glad we had come.

9. There are three roads from this to Aatalo, one by Atsbi, a detour making the distance 95 miles, a second more direct only 70 miles, by which the King usually goes, and a third straighter still by Housen, but too difficult for laden animals to go by. The second will probably be the route selected for the advance of the army as being most direct and 25 miles shorter than the first. A list of the stages is appended. But if the campaign is prolonged beyond this present season, it is a question whether a portion of the force should not be sent to Atsbi to occupy it as commanding the best and shortest road to the coast from Antalo. The chief caravan route from the salt plain passes by Effessoo to Atsbi, and it may be useful to try and employ these Kallia people to bring up stores from Howakil Bay via Ragoolay in the event of the Senafe line being found too distant and the draw on the cattle baggage too great.

10. Having heard that Sir Charles Staveley had come to Senafe, we hastened to return and came back by the caravan road to the eastward of the King's road. For the first seven miles the road was very fair, over undulating grass land, but the descent into the Ombeita valley then followed, very difficult, stony and in some parts very steep, far worse than any part of the other road; total fall in 20 minutes slow walking, 44 feet, the Ombeito valley is very pretty, narrow, bounded by high picturesque mountains on either side, grassy, and filled with very fine trees; water at intervals: about two miles further passed the village of the same name prettily situated at the foot of a fortress looking mountain and having before it to the east mountains and valleys picturesquely grouped. For five miles after the village the road was very fair, passing several villages and some wheat cultivation. The poor people at one place were in a great state of consternation at the appearance of a very dense flight of locusts. Fires were lit immediately and men women, and children were shouting and waiving clothes and sticks in the endeavour to drive these destructive insects off the young wheat. For five years now has the country been devastated by them, and the poor inhabitants are in despair, fearing they are always to be. After the five miles we commenced a long heavy ascent over barren hills with equal descent following, covering a distance of six miles, and quite unsuited for laden animals. It appeared we had left the Caravan Road a little to reach a pool of water, where we breakfasted, and the guides took us this high road as the shortest; then the Caravan Road was a little to the right and had not near so much rise and fall: still the rear guard was not in till 7½ P. M. We halted for the day at 2-30 P.M., near a running stream called Afos Hoka, part of the Mai Muna and 20 miles from Attegerat. There were several villages round about, some remains of jowaree cultivation, and a fair show of grass. We were near the eastern end of the mountain called Dessanee. The reason of this road being taken by the caravans in preference to the other, which is so much better, is, I am told, entirely political. The Shoho country is quite close, and the Shoho chiefs insist on the caravans proceeding as near to their country as can be, that they may the more easily levy the security money which they take for allowing the merchants' safe passage, and there is no power in the country sufficiently strong to check the Shoho exactions.

11. The first 4½ miles of the march of the 25th was rough over low spurs. Along the course of the same river we had been encamped on the night before, then into the Mahi Muna plain and to Senafe by Barakat. The whole distance was only 14½ miles, so that this route is actually 2½ miles shorter than the other one, but infinitely worse and quite unfitted to move the baggage of an army.

12. On arriving here I found a servant of Mr. Flad's had arrived from the King's Camp, having gone first to Massowah, bringing a strange and I believe untrue story, that the King had made a rapid march to Magdala, taken away with him all the captives, destroying the place, and returning to Kemera Deerjea. His statement is as follows:—"I took 18 day's going from King Theodorus's camp at Kemera Deerjea to Massowah, arriving at the latter place on the 18th December. I was accompanied by a man named Tjokali, also a servant of Mr. Flad. I was bearer of letters, one from Mr. Flad, another from Mr. Rassam, a third from Meneleck, King of Shoa. Five days after leaving the camp, we were made prisoners near Refag (in Begemeder) by soldiers of the King, natives of the country. They did it, knowing we had letters to extort money from us. They took the letters, chained my companion and told me that the letters would be restored and the other messenger released if I brought thirty dollars. As regards the King's movements, he only remained in Kemera Denjea 4 days, and then went to Magdala in five days more, taking all his people with him; he was obliged to leave the guns on the road. He remained three days at Magdala only, and then taking all there with him returned to Kemara Dejra. He gave good words to Mr. Rassam. The captives had only hand chains on. He brought them all with him, and he is said to be about to go N.W. to Zar Amba, in Zehelga. At the same time he told Mr. Rassam he would conduct him and the other captives to Tigre and make it all good for them. The elder son of the King is said to be very sick, the younger, a son of the present Queen, to have been put in chains by the King for having conspired with the King of Shoa." The story seemed to be so improbable that I at once doubted it, but afterwards on Mr. Munzinger recognition of the man as formerly being trustworthy a temporary belief was given to his account.

We then however proceeded to test it by dates and found no faith could be placed in it. He was made to repeat his story, when he said all the events he pretended to have witnessed had occurred in the month of October. Now we have letters from the captives written at Magdala on the 12th November. It appears to me the man has come as a spy from the King's camp and either invented this story *en route* as Abyssinians are wont to do, or he may have heard reports *en route* of something having occurred in the neighbourhood of Magdala and built the remainder as he came along.

13. At Altegerat we received a variety of statements,—one that Prince Menelek had attacked Magdala but was driven back by the fire of the guns in the fort; another again, that Wagsum Gobezie had obtained possession of Magdala, also that Theodorus had come from Begemeder into Lasta. None of these can be relied on. The only intelligence worthy of credence was that furnished by a respectable Abyssinian priest who had obtained it from his friends in the different countries, viz., that Wagshum Gobezie was at Moocha near Lake Haik—Menelek at Cheefa 20 to 25 miles S. E. from Magdala—and Theodorus at Este about the same distance from Debra Tabor. Menelek was in alliance with the old Queen of the Gallo Wallas Workeit and is said to have attacked and defeated the new Queen Mustelt.

14. We returned to camp here before Sir C. Staveley had left and were able to give him the latest accounts of the country and roads we had acquired, as also the information he required before issuing his orders for the improvement of the communication between this and the coast. After arranging all he started at 2 P.M. for Mulkuttoo.—I have the honor to be, &c.,

(Signed) W. L. MEREWETHER,
Brigadier General, Resident Aden, on special duty Abyssinia.

P. S.—The arrangement for bringing up stores by country bullocks is promoting most satisfactorily, 916 had arrived up to yesterday, and many more are on their way, some coming by the Huddas line which saves the other route from over-crowding. The people have taken to it most kindly. When advance is made to Ategerat and Antato, which I hope may be soon, a similar plan will be adopted for the onward carriage of stores.

(Signed) W. L. M.

Route from Addigerat to Antalo.

No. 1, to Mai Weehiz (about 13 miles) belonged before to Agame, now to Haramat.—Road not bad. A short, not bad, ascent. The camp large, great running water.

No. 2, to Ad Abagin (about 15) belongs to Haramat.—Excepting a short ascent near Mai Weehiz, the route all over large open plains, plenty of villages.

No. 3, to Dongallo (about (12 Province Tera.—Road middle good. A great bad descent with forest. The camp's torrent very great, you pass it thrice this year, the water course not continual.

No. 4, to Agula (about 14) Province Tera.—Open large, plain country, very good road. Large torrents at the camp. All these rivers go to the Tacezze.

No. 5, to Dolo (about 19).—There is water about 12 miles from Dolo, called May Makdan, but it would not be enough for an army. Till May Makdan to Tera; after that to Enderta. A bad ascent before May Makdan, another after it. Before Dolo a descent, small generally. This part of the road not good, strong, some part of it desert. Dolo great river, plenty of villages round.

No 6, to Haykallat (about 9 miles).—Enderta. Plain open. Soil black. A small ascent on the road Camp's river great.

No. 7, to Afgul (about 9 miles).—Enderta. Some desert. A bad short descent. A village near camp. The water enough, but not so rich as the other stations.

No. 8, to Antalo (about 5 miles).—Enderta, Hilly irregular, but not bad road.

All route 96 miles, or about 100 miles. For a messenger four days. The markets not on the road are Azbi-Autolo, Howzen. All along the road plenty of grass; wood scarce. Haramat has some grain. Enderta has nothing at all.

(Signed) W. L. MEREWETHER.

FROM BRIGADIER GENERAL MEREWETHER, C.B.
On Special Duty Abyssinia.
To C. GONNE, Esq., Secretary to Government, Bombay.

CAMP MULKUTTOO, 2ND JANUARY 1868.

SIR,—In connection with previous despatches I have the honour to forward here with a copy of a letter received yesterday from H. E. Jaffer Pacha, Governor General of the Soudan, in reply to one of mine addressed to him soon after arrival here in October, and I take this opportunity of gratefully acknowledging the valuable assistance I have received from the different officers of His Highness the Viceroy of Egypt since the English troops first came to this country.

2. I have also the honour to forward a copy of another letter from Prince Kassa received at Raha Geddee on my way down from Senafe. I had before written, but the letter had not reached, conveying thanks to him for having sent Murcho Wurkey back to me, also the officer with him, and for the orders he had been good enough to issue for supplies being readily produced for the troops as required. In answer to the last letter, I informed him of the other having been despatched, and thanked him for having forwarded the letters which were for Mr. Rassam at Magdala. I likewise intimated that I was on my way to meet H. E. Sir R. Napier, Commander-in-Chief, and that on my return to Senafe I would again communicate with him.

3. I left Senafe on the afternoon of the 28th ultimo with Colonels Phayre and Wilkins, Mr. Munzinger, and Dr. Martin. Before leaving I explained everything to Colonel Field, commanding Advance Brigade and at Senafe, leaving with him Dr. Krapf and Murcha Wurkey to communicate all information regarding matters going on in the neighbourhood and country generally. All was perfectly satisfactory as reported by me on the 25th, and there was no reason to suppose that any change was likely to occur.

4. The report that the forces of King Theodorus and Wagshum Gooberzie being opposite and close to each other was not confirmed by subsequent information. The latest news was that Theodorus was near Debra Tabor, Wagshum on the east side of Lasta, and Menelcok 25 miles south east of Magdala. A letter has been received at Massowah from a merchant in Belessa, not far from Debra Tabor, that Magdala had fallen into the hands of Prince Meneleck, but I have no faith in the report, and only mention it in case it should reach Government from any other source.

5. The road to Senafe is being rapidly improved. The lower part of Sooroo Pass will be finished by the end of this week, and there will then only remain the one very bad part to complete, which with the additional men to be put on the work should be ready in about three weeks time. The head quarters of the Belooch Regiment having moved up to Upper Sooroo will give working parties to clear and define the road from that place towards the wells at Maeyen. The Company of the Marine Battalion under Lieutenant Beeke, with a body of 49 Shohas which he had under his charge for some time past for road-making purposes, will work on from Maeyen towards Raree Guddee. A detachment of the Belooch Regiment under Captain Hogg have already made four miles of road below the Raree Guddee Pass, and would ultimately meet the marines coming on from Maeyen.

6. I am happy to be able to report that the well first sunk at Maeyen has proved a complete success. On the 28th ult. the whole of the horses of the 9-14 Royal Artillery obtained a sufficiency of water, and on the 29th ult. when we encamped for the day there, though every endeavour was made to draw the well dry it could not be done. The second well had to be abandoned, solid hard rock having been met. A third near the first was nearly finished, and showed every sign of the water being at hand. Mr. Le Messurier with the American pumps was to have proceeded to Maeyen on the 1st instant from Koomaylee, and would set up a chain pump to draw from the first well and search for the best places to sink others. Even with two wells Maeyen may now be used as a place to halt troops at for the day, and the long march from Upper Sooroo to Raree Guddee is now no longer necessary.

7. At Koomaylee the hand pumps brought out by Lieutenant Le Messurier had answered perfectly. Some had been used for the existing or fresh sunk wells, others had been driven direct into the soil until they reached the water level, and a supply equal to more than the demand was the result. There were five pumps at work and four wells for hand drawing. This had led to the conclusion that Koomaylee would be a better source for supply to the coast than either Uddoda or Wah. At those two places the water appears above ground, and is liable to become impure, as well as to lose by evaporation. That there is little chance of the supply failing at Koomaylee under ordinary circumstances may be reasonably inferred from this being the driest period of the year, or any season ever likely to recur. The summer rains in the Highlands which feed the stream were unusually poor, and the winter fall has been beyond all precedent late. The circumstances could not be more adverse, yet there is an abundant supply of excellent pure water naturally filtered, and with no risk of evaporation. The proposal to bring water by pipes to the coast having been brought forward, the question followed which was the best head. Colonel Wilkins, the Chief Engineer, quite concurs in the opinion that Koomaylee is the preferable one. It is nearest to the coast, the supply is apparently inexhaustible, there is no fear of the water becoming impure, and there are fewer difficulties in regard to the ground the piping will have to be carried over than from Uddoda or Wah. Moreover, Koomaylee must always be held by a detachment of troops, being at the entrance of the Pass used as the road for the army to the Highlands of Abyssinia. The subsurface stream at Koomaylee is the same as that revealed in the Sooroo Pass, only protected at a depth of about 12 feet by the soil above. Colonel Wilkins has recommended that seventeen miles of 5-inch piping should be procured from England to bring the Koomaylee water to Multuttoo. This will give a little length of pipe over the actual requirements, but the excess will come into play for necessary branches near the terminus—the water to be raised by a chain pump worked by bullock power. A supply thus obtained will always be useful, but will be invaluable should the army be returning towards the commencement of the hot season. The hand pumps brought out by Lieutenant Le Messurier will also answer very well up in Abyssinia. At Senafe, Attegerat, &c., the water is found in pools in the centre of the valleys. These are more or less boggy at the edges, and mules have great difficulty in drinking from them. The pumps can be driven anywhere into the soil near the pools, and plenty of water be found at a few feet below the surface which will be discharged into troughs prepared for the purpose.

8. There has been a very great improvement here since we left on the 1st December. Sir Charles Staveley has succeeded in establishing some order in the Land Transport Corps, and though the want of muleteers is still very much felt, stores are being pushed to the front in much larger quantities than could have been thought of a month ago, and the movement of European troops up the Pass has been already entered upon. The arrangements for the supply of fresh water have been so much amplified that yesterday every animal had a full drink by 8 A.M., and there was a large supply still in the tanks and trough. This was the first time such had occurred, all was supplied from the shipping. The two condensers brought up from Aden have both been set up, one on a pier, the other on a formed island opposite where the water tanks are and connected with them by a shoot on trestles, and commenced working yesterday afternoon. They will produce 2 and 4000 gallons respectively per diem. But this will not be sufficient and steamers will have to be detained here to keep the supply when they are very much required elsewhere. The *Semiramis* hulk now on her way from Bombay and fitted up with a large condensing apparatus will greatly diminish the draw on the shipping but not entirely so. I therefore ventured to take on myself to accept Messrs. Luke, Thomas, & Co.'s offer, of the condenser lately got out by that firm for use at Aden. This machine will make 6000 gallons per diem and be a very great help.

9. The addition to the head of the pier for the reception of two out of the three condensers, the 6000 and 2000 gallons ones, has been completed within the month by Captain Goodfellow. In carrying this out the pier has been advanced somewhat and there are now 12 feet of water at low tide, a about 17 at high, alongside the head. The piles for the 2d pier sent from Bombay are being rapidly driven, and that also will be ready now in a short time. The frames of three more commissariat sheds have been set up, one roofed, but these cannot be proceeded further with until the arrival of more material—planking for the sides, and the corrugated iron roof from England for roofing.

10. The heads of departments, Commissariat Land Transport, Paymaster, and Postmaster, have, I am glad to say all arrived, and proper arrangements in each, are being rapidly made. Lieuenant Abbott, officiating Resident, Aden, reports to me that the Paymaster drew 5,00,000 Dollars from the Aden treasury, leaving only 78,500 Dollars there. The amount Major Young has in hand will last some time, but it will be necessary to place a fresh supply at Aden to meet future wants. I have reported this by telegram both to H. E. the Governor and to London.

11. The railway is being laid down and will now be rapidly pushed on. The telegraph had reached half way to Koomaylee on the 31st ult. only. There had been some delay from want of posts and other things, but this had been partly remedied and progress was being made.

12. The troops are particularly healthy.

13. Intimation has been received by telegram through Egypt of the departure of H. E. Sir R. Napier from Bombay on the 21st ult. He is hourly expected.—I have the honour to be, &c.

(Signed) W. L. MEREWETHER,
Brigadier General, on special duty, Abyssinia.

CAIRO, 21st NOVEMBER.

TO THE COLONEL, GOVERNOR AT ADEN,

SIR,—I have the honor to answer the despatch you have addressed to me on the 8th of past month and which I received on the 18th inst. I do not know to what cause to attribute this delay of your despatch, because as soon as I reached Cairo I acquainted the Viceroy with the difficulties of communication between Massowah and Sawakin, and His Highness has ordered a postal service between Massowah and Sawakin to be established to take place every fifteen days by the means of steamers the post between Sawakin and Suez being already worked regularly every fortnight.

Concerning the boats necessary for the disembarkation of provisions, I have, when at Massowah and Sawakin, given very strict orders to the Governors of those two towns, so that any boats available on this coast and over whom we had authority should be put at your disposal; so I hope before this these two functionaries will have put under your orders all the boats to be found in this sea.

Morever, in order to anticipate any more want you might have for a greater number of boats than the existing ones, I brought the question before the Viceroy, who has promised to send after few days Nile boats to Suez, to be sent and place at your disposition. It may be their arrival will be somewhat tardy, but let us keep to the old proverb— "Better late than never."

As to intelligences about the actual situation of telegraphic communication between Sawakin and Cairo, which H. E. the Governor of Bombay desired to have, I have to notify you that it is only a short time ago since the Government of His Highness has commenced this line between Sawakin and Cairo across the interior of Sudan, touching Cassala, Khartum, and Dangole &c., and if it were not for the extreme heat and the scarcity of water during the summer and the great difficulty of transporting the necessary materials, this line would not have been delayed so much. For this reason I cannot possibly tell now the day when this line, which will be very advantageous to the Government of His Highness, will be finished.

We expected to fill the place of this line by a regular service of steamers between Massowah, Sawakin and Suez.

I cannot terminate this without bringing to your notice that I have given the necessary orders to the three Colonels Hassan Bey, Mountay Bey, and Abdel Hajat Bey, Governors of Massowah, Sawakin, and Taca, to meet any want you may have as much as they can. It is useless for me telling you that you will find them always eager to put themselves at your disposal on the first demand made.

If my services at Cairo can be of any use to you, you may address to me only two words, and you will find me always ready and disposed to facilitate the service of the English expedition.

Before my starting for Sudan it will be a duty for me to give you advice thereof so as to let you now my address.

Receive (&c.)

(Signed) JAFFER PACHA, the Governor General of Sudan.

FROM Brigadier General MEREWETHER, C. B., Resident Aden, on special duty, Abyssinia.
To His Excellency JAFFER PACHA, Governor General of Sudan.

CAMP MULKUTTOO, 1st January 1868.

SIR,—I have the honor to acknowledge the receipt this day of your Excellency's letter of the 21st November, and to return you my warmest thanks for its contents, and for the ready manner in which you acceded to my several requests.

Since I wrote to your Excellency in October last we have, thanks to the orders issued by you, and through other arrangements, been able to collect here a sufficiency of boats and will not therefore require the Nile boats bo alluded to in your letter.

I shall have great pleasure in submitting to His Excellency the Governor of Bombay and His Excellency Sir R. Napier, Commander-in-Chief of the Abyssinian Army, the very cordial manner in which your Excellency has offered and given your co-operation. I have the honor, &c.,

W. L. MEREWETHER, Brigadier General,
Resident Aden, on special duty Abyssinia.

In the name of the Father, the Son, and the Holy Ghost, one God.—Letter sent from Dyasmaj Cassa, head of the chief of Ethiopia, to Col. Merewether, Chief of the Army.—How are you? By the grace of Cristos I am well. I am a man who has much work. I have not yet received the answer to the words I have sent you, and I like to have it soon. I have found a messenger bearing letters in my camp. Having asked him who he was, he told me that he is a messenger of the English. I have sent him on with a guide. If after this any messenger is to pass through Tigré let him come to me. I will send him on and give him safe conduct.

(L. S.) Written on the 16th Tchrat (25th of December.)

BOMBAY.

WE have to welcome to our table the *abridged* edition of the "Calendar and Directory" for the current year issued from the *Bombay Gazette* Office. In its "get up," to use a stage phrase, it would reflect credit on any publisher in London, while its contents are all that could be desired in a work of the kind. The price is only Rs. 1-8-0 per copy, and the publisher fully merits the patronage of the public.—*Our Paper, Jan.* 21.

THE BOMBAY CALENDAR AND DIRECTORY.—Saturday's post brought us the two editions of this work issued at the office of the *Bombay Gazette*. The more we see of these Bombay Annuals, the more completely do our Bengal Directories retire into the shade. The two now under notice are very well got up, and the fact of being the nineteenth issue seems to speak well for public appreciation.—*Indian Daily News.*

NEW DIRECTORIES AND ALMANACS.—Since the commencement of the year we have received copies of Directories and Almanacs from the other Presidencies which reflect great credit on the publishers both for the amount of information they contain and the manner in which they are got up. Amongst others, we may especially mention the Bombay Almanac and the Bombay Calendar and Directory, published at the *Bombay Gazette* Press, and the *Times of India* Directory and abridged edition of the same, both got up in as good a style as could be done in England, and containing useful tables, copies of acts, and varied information. Madras has furnished us with Gantz' People's Almanac, in which is included a Map of the Railways of Southern India, very well executed, in addition to the other usual information of these publications. It is certainly a reproach to the Bengal Presidency, which is not excusable on the score of its larger dimensions, that its Directories seldom appear before the third month of the year. The materials for the early publication of a Calcutta Directory are always at hand, and we are surprised that none of the energetic publishing firms in the city have found it worth while to undertake such a speculation.—*Englishman, Jan.* 20.

OPPA CRUSHNAJEE, whose deposition was taken on Tuesday last by Mr. R. H. Showell in the Jamsetjee Hospital, died on Thursday evening last.

THE barque *Sunbeam*, Jordan, from Liverpool, which arrived on the 25th instant, 145 days out, reports having on December 15th spoken the ship *Thunderbolt* 13·6 S., 64·40 E., and on the 19th January the ship *Carlisle* 15·23 N., 73·2 W.

ON Saturday last the Director of the Indo-European telegraph forwarded a telegram to Government, reporting that the Turkish line was right to Constantinople; that the Egyptian line was right, and that the Persian line was right to Tabreez.

A Coroner's inquest was held at Camateepoora on Friday last, in view of the body of one Sayei, woman. Last Thursday afternoon the deceased left home to go to bazar, and on the following day her body was found in the Gunda tank in Camateepoora. A verdict of found drowned was returned by the Jury.

ON the 17th instant one Govind Bullal, a number taker in the employment of the G. I. P. Railway Company at Kussarah station, had the top of his thumb cut off through placing his hand between the buffers of two trucks in the No. 8 mixed train, while it was being shunted. The man is under medical treatment at Egutpoora.

THE ship *Erie* sailed on Friday last for Annesley Bay. She took the railway stock which had formed the cargo of the ship *Indomitable*, which vessel sprung a leak when two day's sail from Bombay, and had to put back. Yesterday the ships *Good Success*, *Kusrovie*, *Jessie Gilbert*, and *Friga*, with stores, sailed for Annesley Bay.

PROGRAMME of music to be played by the Band of His Excellency the Right Hon'ble the Governor at the Esplanade this evening:—

March ..... "Miller"	Unrath.
Overture ..... "Maritana"	Wallace.
Selection...(Op)... "La Juive"	Halevy.
Waltz ..... "Claribel"	Coote.
Selection...(Op)... "Lucia di Lammermoor"	Donizetti.
Quadrille ..... "Carnival"	Coote.
Galop ..... "St. James"	D'Albert.

AN inquest was held on Saturday last at Bhow Russool's oart, concerning the death of one Tookaram Soobana. It appears that, on the previous day about 4 P.M., the deceased was walking along the side of a quarry in the oart, when suddenly a portion of earth fell upon him from the hill above, and knocked him into the quarry. Deceased fell head foremost on the sharp edge of a rock, and died almost immediately. The Jury found that the death was accidental.

ON the 14th instant, in approaching Pardee station, the engine driver of the down goods train saw a man lying between the rails, his head resting on the east rail. The driver did his best to pull up the train, but could not do so in time, and the train consequently passed over the man, who when afterwards picked up was frightfully disfigured, both his legs having been cut off.

ON Saturday last an inquest was held at the Jamsetjee hospital, touching the death of Doorgabace, woman. On Sunday morning the 19th instant, the deceased placed a lamp on the ground in her room in Coppersmith Chawl, and attempted to take a brass cup down from a shelf; while doing so, her clothes caught fire, and she was burnt in different parts of the body. Deceased was taken to the hospital, where she died on Friday last. The Coroner recorded a verdict of accidental death.

WE are asked to mention that a meeting will be held in connection with the newly organised Bombay Band of Hope every Wednesday at 7 o'clock p. m. at 1, Grant Buildings; another weekly meeting the same night at Mr. Brown's (the Secretary's) bungalow at half past six o'clock; and, further, fortnightly meetings, on Wednesdays, at Mr. Bickers, Nabob's Bungalaw, Mazagon, and on Fridays at the Pensioners' Home, at ½ past 6 o'clock. The public is requested to attend any of these meetings. The Band of Hope has received the support of H. E. the Governor in the shape of a monthly subscription. We believe that the number of signatures on the pledge book is at present 75. It is intended to have a soiree shortly in connection with the Band of Hope.

SHORTLY after 8 o'clock on Saturday night a fire broke out in a stable belonging to a Parsee in Rope Walk Lane, which runs from Military Square to Forbes Street in the Fort. It was said to have been caused by a light falling amongst some grass, and it is only a wonder that more fires do not happen in stables at this season of the year, when ghorawallas and coachmen are apt at night to consider more their own bodily warmth than the risk of a conflagration. There was no difficulty found, immediately after the fire began, in taking out the horses which were in the stable, but one of them it was said was a little burnt. In the course of a very short time the stable was burning away briskly, and as it was situated in a confined locality, and surrounded by dwelling houses, some fear was felt lest the fire might prove a serious one. By a very ingenious means, however, it was speedily extinguished. The roof was composed of rafters and tiles, and the expedient was adopted of breaking it in, a work in which Mr. Pilot Jolley (who lived close at hand, and was on the spot immediately after the fire began) rendered good service from the inside of the stable, where the temperature—not to speak of the danger—must have been a little too hot to be pleasant, while simultaneously a number of Parsees and other natives worked bravely and energetically on the roof. By this means the fire was almost completely smothered, and the buckets which were afterwards brought actively into play left little work for the fire engine, which soon arrived from Mandvee,—though the hose were used for a short time with the view of drowning any spark that might yet remain. The fire lasted little more than an hour, but attracted a large crowd of people to the spot. The damage done was trifling, it being confined to

The Manufacturing Industry of Lancashire, during the past year, has been sorely tried; perhaps it has been the worst year since the cotton crisis commenced, and, from time to time old and respectable houses have succumbed. During the greater part of the year the majority of spinners and manufacturers were working to a loss, or, at all events, to no profit, and at no period of the year could there be said to be a really lucrative trade. Many spinners and manufacturers, seeking to escape from these hard conditions, imported their raw material and shipped their goods abroad on their own account, with the universal result of greatly aggravating their losses. In most of the failures that occurred the principal losses were attributable to the cause. Very heavy consignments of goods in particular were made to the Indian markets, and the result for two years has been an unvarying return of loss. The poverty of the manufacturing interest of Lancashire is matter of frequent comment, and a large amount of the opulence that existed prior to the American war is now swept away.

It is matter both of wonder and admiration that Manchester has stood the strain upon it so well; very few failures have occurred among the merchants there, and in this respect a striking contrast is presented to both London and Liverpool. It is evident that business in the manufactured article is conducted on much sounder principles than that in the raw material.

The consumption of Cotton during the past year has been large, reaching 49,000 bales per week, against 46,900 bales the previous year; but this great development has been in the latter half of the year, and especially in the last three months. The vast reduction in the cost of the raw material is at last producing the natural result of expanding the consumption, and it is believed that it is now nearly as large as in the year 1860. In that year the actual consumption of Great Britain was estimated at 48,500 bales per week, weighing on the average 425lb; it would require a consumption of 55,000 bales per week of the lighter average we are now accustomed to, to equal that of 1860, and we fully believe that the present amount cannot be estimated at less than 52,000 bales per week, with the probability of soon reaching 55,000 bales per week if the raw material continues cheap, and especially so if it declines further. The trade close this year holding scarcely any surplus stock of the raw material, and very little of either Goods or Yarns, which must be regarded as a favourable feature.

The Exports from this country to the continent has fallen off this year, as compared with 1866, being 1,015,000 bales, against 1,137,000 bales. This is principally owing to the fact that business on the Continent has been constantly interfered with by political anxieties. For a long time war between France and Prussia was apprehended, then war between France and Italy, and latterly great uneasiness has been felt at the internal situation of France. Besides, in 1866 the Continent was glutted with Cotton, and a large surplus stock was held at the end of the year. This is now worked up, and probably the Continent never ended a year barer of Cotton than it is now. This, also, is a feature of favourable augury for the future.

The Money Market and Financial state of the country during the past year now call for comment. Since 1852 there has been no year in which the average rate of interest has been so low. The Bank rate opened at 3½ per cent, fell to 2 per cent in July, and has remained at it since then, and during much of that time the current rate for prime for paper was 1½ per cent. No fact could speak more strongly to the prostration of trade. The country has been bleeding from the wounds sustained in the collapse of the joint stock companies that took place in 1866; the ruin thus spread among all classes was terrible, and has seen no parallel since the railway mania which collapsed in 1847. No denunciation can be too severe of the unprincipled way in which many of these companies were concocted: the directors in not a few cases were scarcely better than gangs of swindlers; and many heart broken widows and orphans are now bemoaning the day they entrusted their money to these gamblers. All through the past year calls have been made incessantly on the shareholders in these failed concerns; and so the distress occasioned this year has been more acute than last one, and its effects more palpably visible. The railway interest has also been in a dreadful state of confusion: one leading line after another has become the subject of suspicion, and as in too many cases it has been found that the accounts have been cooked, an enormous depreciation in the price of railway property has taken place. It seems now almost stale to repeat that the management of many of our railways has been both wretchedly bad and extremely dishonest.

Indeed, the last two years have been painfully fruitful in sickening disclosures of all kinds; bankruptcies of the worst sort have abounded, and the springs of commercial virtue seem to be relaxed. It is matter of notoriety that persons who have failed repeatedly carry on business as largely as before, and not unfrequently live in a style of extravagance, while families that they have ruined are pining in want. It is universally felt that some thorough revision of our bankruptcy laws is urgently called for.

The inference from the foregoing remarks is obvious. The internal trade of the country is lamentably dull; the proverty of the middle classes, and the sad want of employment for the working class, are felt in a diminished demand for all articles of consumption, and this has been a chief reason of the depression of trade in Manchester. Our "home trade" has fallen far short of what was expected, and as this important branch used to offer before the war probably about one-third at all events, fully one-fourth—of the total production of Lancashire, it can easily be perceived how the withdrawal of a large portion of this demand has weakened Manchester.

In connection with this it must further be observed that the last harvest was a bad one and the high prices ruling for breadstuffs have a very important effect in limiting the consumption of clothing by our labouring population. The extensive substitution of woollen and other textile fabrics during the time of the American war has also tended in a great degree to curtail the consumption of Cotton fabrics, and it will be some time yet before Cottons resume the leading place they once held.

It must not be supposed, however, from these remarks, that we doubt the ability of Lancashire to dispose of its full production at moderate prices. Happily, the great Eastern markets have come to the rescue, and are absorbing a prodigious amount of Cotton goods, and seem able to take permanently, as far as we can judge, considerably more than they did before the American war. The production for these markets at present is enormous, and beyond all former precedent; nor is it apprehended by those most conversant with the trade that it will be easy to glut them at the present low range of prices. This is a question, however, which the future only can solve.

The prospects of our market for the coming year now call for a few remarks. The first point to consider is that of Supply. The last American crop, made up, as it ought to be, on the basis of receipts at the ports and exports overland to the North, amounted, in round numbers, to 2,050,000, bales. This included, however, a large amount of old Cotton, and the portion *grown* within the season was probably not more than 1,800,000 bales. This was the first crop raised under the free labour system in the South, and compares with an average crop of about 4 millions of bales for three years before the war: the season was very unfavourable and probably the crop was cut short 25 to 30 per cent. on that account. This year the season, though late, has been highly favourable; the picking season has been unusually long, and public opinion seems to have fixed upon 2½ millions as a fair estimate of crop. This would show an increase of 700,000 bales upon the growth of last season. Up to the present time the receipts at the ports have but slightly exceeded last year, but this may be ascribed to the lateness of the crop and the prevalence of yellow fever at the Gulf ports. Should the current estimate of 2½ millions be realized, the receipts must show a heavy excess over last year for some months to come.

It is now understood that the existing Cotton tax of 2½ cents currency is not to be repealed till the close of this Cotton season, say the 1st September, 1868, and the effect of this will probably be to induce planters to hold back some portion of the present crop, in order to pass it off, next year, free of duty. This circumstance will likely make the "crop" of this season appear less than the real growth.

With regard to its distribution we will assume the United States to retain the same amount for home consumption as last year, say about 700,000 bales, North of Virginia, which would leave 1,800,000 bales to be exported to Europe, against 1,557,000 bales the last season. It is probable that the larger part of this surplus will go direct to the continent of Europe, at the expense of the export from Liverpool.

We next turn to *India*. Our accounts from Bombay represent the crops as promising in most districts of Western India, and the acreage under culture as nearly equal to the previous year; but we do not expect the same quantity will be shipped to this country. The growers will be very reluctant to sell their crops at 120rs (= 4½d c. & f.), which last year fetched 250rs to 300rs, and we expect the crops will be delivered slowly, and a larger portion than usual be kept over the monsoon, and thus withheld from England during 1868. A larger amount will also, in all probability, be shipped to China. From Calcutta we anticipate the greatest falling off, as the current prices of Bengal Cotton are too low to draw large quantities to Europe. It is probable that the great bulk of it will go to China. We incline, upon the whole, to think that we shall receive from India, this year 200,000 to 300,000 bales less than in 1867, of about sufficient to counterbalance the increase from America. A good deal, however, will depend upon how prices rule in the first three months of the year. If the depression continues, and prices go materially lower, we may lose an alarming proportion of our year's supply from India; but, if a brisk reaction soon occurs, sufficient to create an active demand in Bombay, there will not be so large a deficit. The character of the year's business will turn very much upon this point, and it will need to be closely watched.

From *Egypt* a moderate increase upon last year is anticipated, and in Turkey the crops are large; but no accurate information can be obtained on this point, and very little Turkish cotton (Smyrna and Macedonian) now comes to this market.

In *Brazil*, cotton culture is fast extending in the Southern provinces adjacent to Rio and Santos, stimulated, we understand, by a large emigration of Southern planters, but the low prices to which we have fallen will check cultivation in the districts that lie remote from the seaboards, and we see no reason to look for any material change in the import from Brazil next year. The "Rio" bags are vere small, and the average weight of Brazil cotton considerably less than it used to be, and this makes the quantity from that country considerably less than its appearance in the tables indicates. An import of 450,000 Brazil is only equal to about 150,000 American.

From the minor sources of supply, grouped under the head West India, we expect that supplies will steadily diminish under the chilling influence of low prices.

The general conclusion to which we come is that the aggregate supply of cotton to all Europe in 1868 may slightly exceed that of 1867, but we see no room for any important excess, and we think it will fall short of the supply received in 1866.

We now turn to the consumption of cotton in Great Britain for 1868.

The remarks we have made above anticipate lengthened observations here. We believe that at the present range of prices as great a weight of cotton will be consumed in Great British this coming year as in 1866—in other words, 55,000 bales per week of 360 to 370lb average weight. We expect the position of the trade will gradually improve, especially if the raw material remains cheap, for the enormous fall that has taken place in cotton fabrics, which are now *below* the prices ruling for some years before the American war, must draw upon them a constantly increasing demand. Calico has resumed its position of being the cheapest article of clothing produced and this fact must give elasticity to the trade as in former years.

On the Continent of Europe the same causes will tend to produce a large consumption, which operate on this country; indeed there has been a relatively greater increase of machine power on the Continent of late years than here, and therefore we think it reasonable to anticipate that it will require 100,000 bales more in 1868 than in 1167, either direct from America or exported from this country. We think all this surplus or more will be United States, and to whatever extent it exceeds 100,000 bales we may perhaps look for a reduced export demand.

Of course much depends upon the political state of the Continent. It could hardly be worse than it has been in 1867, for though there was no great war, there was constant dread of it, and the peace which prevailed was an "armed peace."

We see some hopeful signs for the future. The animosity between France and Prussia is subsiding and the positive statements of the Emperor Napoleon, that he frankly accepts the situation on the other side of the Rhine, surely diminishes not a little the danger of war from mere jealousy of Prussia.

The Roman question seems likely to remain a blister on the European system, and the recent policy of France has exasperated the Italian nation, but Italy singlehanded could not dream of going to war with France, and we see no immediate danger to the peace of Europe from this cause. At the same time, the Emperor Napoleon, is placed in a most embarrassing position, and European tranquility will not be perfect while French troops remain in Italy.

In our opinion, the internal state of France affords the greatest reason for anxiety. Great discontent is known to exist there. The Emperor's policy has been so unfortunate of late years that he has become very unpopular among large classes of his subjects, and were it not for the army a revolution would be highly probable, trade in France is extremely bad, food dear, and poverty on the increase, and these irritants powerfully aggravate the political discontent. So long, however, as the army remains loyal to the Emperor—and there is no reason to suppose it is not difficult to conceive how any revolution can be successfully accomplished.

We would sum up our views on the question of Supply and Consumption for 1866 as follows:—We expect but light increase of supply and a large increase of consumption, especially in Great Britain, but equally so on the Continent if tranquility prevails; and we think that as the year advances it will be found that low prices for cotton—say 6¼d. to 7d. for midding American, and 5d. to 5¼d. for fair Surats—are not justified. At the same time, so great is the poverty of the trade, and so little confidence is there among merchants, that we doubt if any important improvement will occur in the early spring months; and should the receipts at the American ports during January and February continue large, say 100,000 bales per week on the average—which they ought to do if the crop is to reach 2 millions—it is not improbable that prices here may rule for a time even below present quotations.

There is but one more subject on which we will make some concluding remarks—we refer to the future production of cotton. The supply for the coming year is drawn from the production, based upon 12d. per lb. for American and 8d. for Surat cotton. Will as much cotton be grown in the following year if prices at the planting time are nearly a half lower? We think not. The result of this year's cotton crop to the American planter is ruinous. After deducting the tax, the price in the Southern ports is about 12 cents., or 4½ per lb. whereas for some years before the war the average price was 5¾d. to 6d. per lb., and it is admitted on all hands that the cost to the planter is far greater than it was before the war. So far as we can make out, the present price of cotton in America is 5 or 6 cents per lb. below what is necessary to yield even a moderate return to the planter for the present crop.

Throughout the South there is extreme poverty and discouragement; most of the planters are deeply in debt, and a large proportion of the factors at the ports are insolvent. Universal complaints are made of the unreliable labour of the freedmen, and it will be extremely difficult for planters to obtain money to plant their next crops. Breadstuffs, on the other hand have been dear and have paid much better than cotton this season, and we think that a larger area will be sown with them at the expense of cotton. A good deal will depend no upon the price ruling at the time of planting; should that be forced down to 6d. or even 6¼d. for middling, we fear the effect will be dangerons, in regard to the future supplies of our raw material.

In India we have no doubt that the production of cotton will fall off considerably. Breadstuffs there, as in America, are relatively much higher than cotton, and pay the farmer far better, and we believe that if fair Dhollerah rules under 6d. per lb. at the time of next sowing, say in July, there will be a large decrease in the area put under cotton. Prior to the American war we were drawing from all India about half a million of bales annually, based upon 5d. per lb. for fair Dhollerah. No doubt, since then cotton culture has taken a firmer hold of that country, and the great development of the railway system has given a permanent stimulus to productions, but we think it would not be safe to calculate upon an annual supply from India of more than a million of bales, based upon 5d. for fair Dhollerah—that is to say, double the amount received before the American war, and fully one-third less than the highest average reached for any three years during or since the war. (The import of East India into Great Britainduring 1685 to 1867 averaged 1,600,000 bales.)

In Egypt we have no doubt that the cultivation of cotton will fall off very much, with such low prices ruling for its staple. That country is as well adapted for growing grain as cotton, and at current prices the former pays much better. We think in none of our cotton growing countries will production be so much checked as in Egypt; there is none in which it is so easy to substitute breadstuffs for cotton.

Regarding Brazil we have less reliable information. We understand that the plant—in many of the provinces at least—is a triennial, requiring to be sown only once in three years, and thus a fall in price does not affect the production so sharply as in countries where the plant is sown annually, as in America, India and Egypt; but still we have little doubt that cultivation will recede under the influence of such a range of prices as now exists.

The general conclusion to which we come is this, that the prices now current, based upon 7d to 7¼d. for middling Upland (American) Cotton will not draw an adequate supply of cotton permanently for the consumption of Europe—at least if that consumption is to go on at the rate prevalen before the American war broke out, and we think this view will take hold of the public mind as the year advances, and be an element of decided strength to the market.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated by National Decrees of 7th and 9th March 1848 and by Imperial Decree of 25th July 1854.)

Recognized by the International Convention of 30th April 1862 and by Act No. VIII. of 1864, of the Legislative Council of India and by amended Act of 1867.

SUBSCRIBED CAPITAL £3,200,000.
PAID UP CAPITAL £2,400,000.
BEING CALLED UP £800,000.
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SUB-AGENCY.—Yokohama.
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The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 1/10 1/2 per Rupee.

4	do.	1/10 5/8 "
3	do.	1/10 5/16 "
2	do.	1/10 1/4 "
1	do.	1/10 3/16 "
On demand		1/10 1/8 "
On Scotland		1/10 1/4 "

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EDWARD MORRISS, Manager.

Bombay, 18th January 1868.

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6 months' sight	..	..at 1s. 10¼d. per Rupee.
4 do.	..	..at 1s. 10 3/8d. "
3 do.	..	..at 1s. 10 5/16d. "
2 do.	..	..at 1s. 10¼d. "
1 do.	..	..at 1s. 10 3/16d. "
On demand	..	..at 1s. 10 1/8d. "
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Subject to 3 months' notice of withdrawal 3 per cent. per annum.
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G. W. BOOKER, Manager,
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Bombay, 18th January, 1868.

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FOR SALE:—A first class BROUGHAM and SOCIABLE by Edward Kesterton, both new and just received. Apply to W. NICOL & Co.

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FOR SALE, at the Office of this Paper—Price Rs. 4—Rules relating to the winding up of Joint Stock Companies, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act 1866.

FOR SALE.—TEA, TEA, TEA.—JUST arrived per "JOHN BRIGHT," from China. The best Tea ever imported in Bombay, each kind in small Boxes.

Extra fine Pekoe Congou.
Extra finest Breakfast Congou.
Extra finest Breakfast Soughwong.—Worth Trial.

Apply to DADABHOY RUTTONJEE & Co., Nesbit Lane, Fort.

HAM IN CANVASS by every Overland Steamer.

	Cash on delivery.	Credit.
Per lb.	...Rs. 1 2	Rs. 1 4

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By entire side, per lb. ...	...Rs. 1 0	Rs. 1 2
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CHEESE by every Overland Steamer, DOUBLE GLOSTER.

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By entire Cheese of 25 to 30 lbs...	Rs. 1 0	Rs. 1 4
On cut	... 1 2	" 1 4
Berkeley and Wilts, 7 to 10 lbs.	" 1 2	" 1 2
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JUST LANDED ex "NELSON."

SECOND INVOICE OF CHILDREN'S PERAMBULATORS.—HIRJEEBHOY RUSTOMJEE BAXTER, begs to inform his constituents and the public in general, that he has just imported by the above vessel, A batch of Children's double and single-seated Perambulators, with Hoods, they are neatly and tastefully lined and painted much superior in finish to the last shipment; early inspection is solicited.

THE following are for sale at the rooms of HIRJEEBHOY RUSTOMJEE BAXTER, a few handsome sets of double and single plated Harness of double and single buckles, Gentlemen's and Boys' Saddles and Bridles, Woollen Rugs and Railway Wrappers, Saddle Driers, Gig and Carriage Whips of sorts, Whip Holders and Rein Clips, spare round driving Reins, a few sets of Fishing Tackles completely fitted in Mahogany cases of different prices, &c. &c.

A few handsome high-wheeled new Malvern Dog Carts painted and lined in the latest style, with best plated Lamps, Enamel Leather Aprons, Lancewood Shafts, best cloth Cushions and Falls, to match, &c. &c. &c.

STUNT'S SHOES, landed ex "WAMBOZUG."

Only a very few pairs left unsold from the above Fresh of No. 5, & 10.

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FOR SALE ON COMMISSION—At the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade.

1 Very handsome new English-built Cab Buggy on C. springs, by Silk and Sons.
1 Ditto Ditto small Park Phaeton, with moveable Driving box.
1 Nearly new Cab Buggy with Lamps.
1 English-built door Shigram, by Laing and Melvill.
1 Very handsome and small single horse miniature Brougham with circular glasses on front, with lamps, pole and shaft, by W. Kings & Co., Long Acre.
1 Ditto ditto ditto by E. Davis.
1 Ditto London Sociable ditto.

ALSO

1 New and light Palkie office Shigram with lamps and Shaft.
One nearly new English-built very small Miniature Brougham, with circular glasses on front.

And also,

A very handsome English-built self-driving Cab Phaeton, by Silk and Sons.
One Ditto high wheeled Waggonet with moveable Head.
One Ditto second-hand English-built Buggy, by Silk and Son.
Property of a Gentleman proceeding to England.
A nearly new English-built four-seated Open Carriage with Lamps, Pole, and Shafts.
One do. Waggonette by Barton & Son.
One handsome new Miniature Brougham, with circular Glasses in front, open back, and painted dark blue, with Lamps, Pole, and Shaft, by P. Palliser, London.
One Ditto Ditto full size Miniature Do. with Do. by E. Kesterton, Long Acre.
One very small and light Hansom Cab, painted dark green.
A very handsome English-built Cab Buggy, painted dark green and lining to match.

And also,

A few Iron Carriage Lifters for greasing Carriages
One ditto Mail Phaeton or Waggonette, by Jones.

Just unpacked.

A fresh batch of Dog-Carts, Buggies, and Carriage Harness plated on white metal, with round reins, different colored Carriage Rugs, Ladies' and Gentlemen's Riding Whips, patent Clips for reins, Horse, Carriage, and Cloth Brushes, Sami leathers, Horse Clothings, Gentlemen's Racing Saddles, Woollen and plated mounted Pads or Saddle Cloths for Harness, Jamieson's and Jones' Harness Composition, Bradley's Plate Powder, Steel Pole Chains, Spare Steel Bridles for Carriage and Buggy Harness, &c.

A Fresh Batch of New Malvern Dog-Carts.

The above to be seen at the Rooms of the undersigned on the verge of the Elphinstone Cross Road, close to the Book and Tract Society's Depository, Esplanade.

Several other new and second-hand. Different kinds of Carriages to be seen in the other Godown, about 30 yards from the room of the undersigned, on application.

BOMANJEE DOSSABHOY,
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